

INA	KANJO VS. STEFTIEN B. SMITH CONG	CHSC	IL JAN. 451H, 2001
	Page 5	i	Page 7
1	program.	l	on vessels?
2	On top of that I have a U.S. Coast	2	A. Oh, it is different people now than
3	Guard master's license for one hundred tons. I	3	it was then.
4	have been trained as a marine surveyor and	4	Back then it would have been Mark
5	worked in that capacity for a while. That is	5	Tortora, a fellow named Torch, or Dave Henderson
6	about it for training.	6	and, of course, now they have other people who
7	Q. Are you presently employed?	7	call me in similar capacities that they had back
8	A. Yes, I am.	8	then.
9	Q. By whom?	9	Q. Do you remember what you were
10	A. By myself and my company is Marine	10	called to do when, back in 1997 when they asked
11	Chemist & Testing Company.	11	you to look at the SOUVENIR?
12	Q. How long have you had that company?	12	A. Yes, they said that there had been
13	A. Just under twenty years.	13	an explosion on board and they asked me to come
14	Q. And what does Marine Chemist &	14	down and see if I could help them determine what
15	Testing Company do?	15	may have have caused the explosion.
16	A. Basically Marine Chemist & Testing	16	Q. Did you, prior to the explosion had
17	Company does marine chemist inspections on board	17	you been down on the SOUVENIR to gas free any
18	ships, vessels and shoreside tanks that may have	18	areas?
19	contained flammable or combustible materials or	19	A. Several months before that I had
20	toxic materials to the extent that we are	20	been on board and written a chemist certificate
21	required by law to inspect them and then certify	21	for fuel tanks, I believe, and maybe an engine
22	that those areas are safe either for entry or	22	room.
23	for hot work.	23	But that was areas completely
24	Q. Do you sometimes have the occasion	24	
25	to work on vessels at Bradford Marine?	25	it had already been completed long before this
	Page	6	Page 8
1	A. Yes, I do.	1	
2	Q. Do they call you on a regular	2	
3	basis?	3	
4	A. Yes, they do. I was there this	4	, os, post-os
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12	Q. Who usually calls you down to work	2	5 that is on there that talks about the

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requirements that would void the certificate and so on.

Q. Okay, and what kind of things would void the certificate?

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A. Movement of the vessel, changing of conditions. In other words, if a shippard competent person came down and saw that the space that I had certified had fuel back in it or if he threw his meter in it and it got a combustible reading that was different than what I had specified on the certificate which is normally zero, in other words, if he got a reading, then at that point he is required to stop work and call me to come back and reinspect, determine what the problem is and proceed from there.

Rarely does it happen. Usually once we get things under control they stay under control. I can recall very few situations other than where someone intentionally went back into a space and recontaminated it by doing something.

Rarely does it happen accidentally that things recontaminate a space, but that is why the competent person is there everyday, is

edition myself, so it doesn't really matter.

MR. KALLEN: Like everything about this case, nothing has been updated.

THE WITNESS: There is a definition of competent person which is 1915.4 subchapter, subparagraph O. You want me to read it?

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Page 12

MR. VALLE: That is all right, we can find it.

THE WITNESS: And then --

MR. VALLE: The same designation in the old, as a matter of fact.

THE WITNESS: Okay. I am looking for the other part because it tells what they are supposed to know and they are supposed to be doing.

Okay, here it is. 1915.7 defines a competent person and subsection C gives the criteria of what the competent person shall have been trained in and there are seven different areas there, basically what I described previously on these two pages.

BY MR. FAMULARI:

Q. How does one become a shipyard

Page 10

to check and make sure that those unexpected things don't happen.

Q. And could you explain to us what a shippard competent person is?

A. Right. OSHA 2268 which is, what is it, 29 CFR 1915, specifies that a person be trained as a shipyard competent person.

And a person who is trained to know certain parts of that standard understand how to read a marine chemist certificate and carry out the directions of the marine chemist, knows how to use an oxygen meter, combustible gas indicator, carbon monoxide and carbon dioxide meter, understands basically the regulations and there are some other things besides those, but those are the basic ones.

17 MR. VALLE: What is the 18 subsection? 19 MR. KALLEN: 1915.

20 MR. VALLE: 1915 what, do you

know? 22 T

THE WITNESS: Well, if you will hand me that book, I will tell you. You've got an older edition there, incidentally.

MR. VALLE: Well, I am an older

i competent person?

A. Well, according to the OSHA regulations now in effect they are supposed to have some training. It doesn't stipulate how

much, how they got it or where they got it. But to does stipulate that the shippard is supposed

to post a list of the people who have been trained and the date of their training so that

8 trained and the date of their training so that 9 obviously says they have to have some training 10 or you can't post a date.

Normally either the NFPA or the individual marine chemist give the courses to train shipyard competent persons. Most of the courses nowadays are called confined space entry persons because we also have people who are trained in shoreside as well as shipside and then we can cover both in one course because much of it is very similar.

But basically those are the people that are trained. OSHA has given some courses, but they are few and far between and not as comprehensive as what the marine chemist deal with because OSHA deals with the regulations and the marine chemist deals with the real world and gets into talking about all of the situations

Condense in FLSD Docket 08/08/2001 JAPAg 57 H; 2901 CHARANIQ VOGSTEPHEN BOSMATCH 107 Page 13 Page 15 and here is what you should or should not do. 1 1 have marked it. And so usually the marine chemist 2 2 MR. KALLEN: I'll tell you what it 3 are the fellows that give these courses and I 3 is. have given probably 20, 25 of them over the last 4 4 MR. WEBER: Yes, 17. twenty years. MR. KALLEN: Okay, let's refer to 5 5 O. Do you know if Bradford Marine had it as 17 then. 6 6 7 shipyard competent persons back in July of 1997? 7 BY MR. FAMULARI: A. Yes, they did, and referring to the 8 Q. 17, okay. 8 9 letter that I wrote at that time, I believe they 9 A. Well, I wrote the letter on the 8th had four in the yard who had been trained. of July and the incident occurred on the 7th in 10 10 11 Q. Did you train them? 11 the afternoon, so I must have gone over there on A. I think I trained them all. I the 8th. 12 12 13 don't recall for sure, but I think I did. 13 That would be my conclusion. It I don't think that they all worked doesn't state on here exactly when I went, but 14 14 for Bradford when I trained them because I know having written the letter the next day I must 15 15 Dave Henderson worked for Tracor when I trained have gone the next day. 16 16 him. He was still working there. 17 Q. And the letter that you are 17 Q. We are here to talk about the referring to is for the record what has been 18 18 explosion that took place in the lazarette area previously marked as Exhibit 17? 19 19 on July the 7th of 1997. Are you aware of an 20 A. That is correct. 20 explosion that took place? 21 Q. Do you recall what you did when you 21 A. Yes. went down to inspect the vessel? 22 22 23 Q. And who called you to come down to 23 A. Yes, I went down and first thing look at the area after the explosion? that I did is I took my multi gas tester and I 24 24 A. I believe it was Torch, Mark tested for oxygen gas levels or explosive gas 25 25 Page 14 Page 16 levels. 1 Tortora. 1 2 O. And what did he ask you to do? I recall that I didn't find any, 2 A. He just asked me to come down and 3 but that wasn't anything that I would have 3 he said there had been an explosion and a man expected to find because after the explosion I 4 had been injured and they wanted to determine understand the part of the vessel went 5 5 underwater and that would have displaced any what might have caused the accident. 6 6 gases I you would have found anyway. O. Do you recall when you went down? 7 7 I believe the explosion was the afternoon of I looked around visually and didn't 8 8 9 July the 7th. 9 see any slicks or anything of any kind of a hydrocarbon that may have caused this. Do you know when you went down to, 10 10 do you remember when you went down? After that I questioned some of the 11 11 A. If I can refer to this I am sure people from the yard and I think the captain as 12 12 to what might have been stored in the area, that I mentioned when I went. 13 13 various things like that and talked to the yard MR. VALLE: David, if he is going 14 14 to be referring to that during the course of people about what they were doing and so on. 15 15 Just generally trying to find out as much as I 16 the deposition --16 could to help come up with any kind of BY MR. FAMULARI: 17 17 Q. Yes, why don't we mark this as the conclusions because I didn't find any evidence 18 18 at the time as to what might have caused this. next numbered exhibit. 19 19 Q. When you looked around down where 20 20 MR. KALLEN: For the record, that has already been marked I think yesterday. the explosion took place, did you see any burn 21 21 marks any place? 22 MR. FAMULARI: Was it? 22 A. No. 23 MR. KALLEN: That was -- Anyone 23 Q. Any soot marks? 24 know the exhibit number offhand? 24 25 MR. WEBER: I don't, but I -- we 25 A. No.

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Q. Is that common, unusual or whatever when an explosion takes place?

A. This is the first explosion that I have ever examined, so I couldn't tell you.

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I have been involved with fire investigations, but fire is different than an explosion. I don't believe that there was any fire that broke out at the time of this incident.

Q. You mentioned earlier about a multi testing gas meter. Could you explain to us what that is?

A. Well, there are a number of instruments on the market that are used by various trades including marine chemists to determine oxygen content, explosive levels of the atmosphere, if that is present, and/or levels of other gases that the instrument may be set up to look for, being things like carbon monoxide, hydrogen sulphide and things like that and that meter has a hose on it where you put the hose into an area that you want to test, pull a sample in, into the meter and it reads out either with a meter or digitally. My equipment is digital, that would tell us if

explosion?

2 A. No.

MR. VALLE: Objection to the form.

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Page 20

BY MR. FAMULARI:

5 Q. I note in your report you mentioned 6 something about some, being told some acetone 7 had been spilled, do you recall that?

A. Yes, I made some guesses as to what
were possibilities. I don't believe that I came
to any conclusions because I had no evidence
from which to make those conclusions, but I
believe that at one point the captain or
someone, maybe one of the crew members had
mentioned that there had been a can of acetone
that might have been spilled down in that area.

I believe also we discussed the possibility that some red gasoline cans for outboard motors might have been down there.

Those are the only substantive things that I could come up with. There are other things that I wrote in this letter that were possibilities, but I have no evidence one way or the other about them.

Q. From what you observed and from what you were told about the vessel before the

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explosion took place, could you describe to us

2 what your ideas of the configuration of that,

3 what was below the subfloor in that lazarette

4 area?

of the structurals.

the unit?

A. I would say the inside diameter is

oxygen is present which is needed for breathing.

Q. How big is the hose that comes off

probably an eighth of an inch.

Q. What is the outside diameter, if

those gases are present and, of course, if

Q. What is the outside diameter, if you know?

A. Maybe a quarter inch. It's just a piece of Tigon tubing that runs to the instrument, to the pump, you know, something that will bring the gases into the meter from wherever you want to throw the hose.

Q. Does it take any kind of special training to use one of the meters?

A. They are pretty easy to use, but frequently when we give the courses people who haven't used one before need some training in them just to understand what they are doing, why they are doing it and how to know if they are working right before they start using them.

Q. At the time that you looked at the vessel after the explosion and wrote the report, did you come to any conclusions about what might have ignited or been the source of the

A. Okay. Well, the lazarette shell plating is aluminum along with the structural and into that area was poured some cement. And this came up to within an inch or two of the top

Over top of that was then put some aluminum plates and I don't remember whether it was welded down or not, but there were some aluminum plates above that enclosed that air space above the concrete or cement and the entire bilge area. And then on top of that since the plate was flat, there was storage.

When I got there all of that had been cleaned out because they were getting ready to do some modifications, so there was nothing stored in there at the time that I was there.

Three to four feet above that was the cockpit deck, fishing cockpit deck and above that the fishing cockpit with the, at the forward end wooden drawers and so on for storing fishing equipment.

Page 21 Page 23 Q. Do you recall if the space between called me in as required by OSHA regulations to the deck and the lazarette and the skin of the certify it before they did the welding. vessel that you just described, do you recall if Q. Since you wrote that report or that 3 that was vented at all? letter to Mr. Engle on July the 8th of 1997, MR. KALLEN: Let me object to the have you come to any conclusions about what may have caused this explosion? form. What space are you referring to specifically? 7 A. Well, yes, one possible conclusion, BY MR. FAMULARI: and this is a result of a few weeks later going to one of our annual marine chemist conventions Q. The space below the floor of the 10 lazarette, between the cement and the floor of 10 and discussing the situation there, because I was as we do sitting around talking with other the lazarette? 11 A. I don't recall whether there was chemist, well, what is new, what has happened, 12 12 any specific ventilation provided. It would be whatever, and in talking with some of the other 13 13 -- I would be surprised if there were, let's fellows there they mentioned something that 14 14 put it that way. hadn't occurred to me at the time. 15 15 Q. You would be surprised if it was And that was when you put cement 16 16 against aluminum the chemicals in the cement in 17 vented? 17 conjunction with the aluminum will create A. Yes. 18 18 Q. Why is that? hydrogen gas. And my suspicion that the most 19 19 probable cause of this explosion would have been A. There is really -- It is not -- it 20 20 is not common practice to ventilate an area 21 hydrogen gas because of the cement against the

between a floor and a bilge area in a lazarette. O. What about if --A. There wouldn't be any reason to

want to put a blower in there.

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aluminum.

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Q. Say hypothetically that the floor 1 of the lazarette covered this space, that covered the space was seam welded and it was completely sealed creating a completely sealed area, would there be any reason to vent it in that case? 6 7 MR. VALLE: Objection to form. 8

THE WITNESS: Not that I know. No. not that I know of.

BY MR. FAMULARI:

Q. Okay, getting back to the report. So at the time in 1997 when you looked at the vessel you didn't come up with anything, any conclusions about what was the source of ignition here?

A. No, no, not at that time.

Q. Have you been back on the vessel 17 18 since?

A. I was back there a month ago 19 20 approximately.

Q. Why were you back on the vessel a 21 month ago? 22

A. They were making some modifications 24 to the vessel and doing welding in and around fuel tanks and that lazarette and the yard that

chemistry class, every high school chemistry

explosion. If you recall from high school

It wouldn't have created any kind

of a smoke or anything like that. It is a clean

teacher at one time has put some hydrogen into 2

something and sparked it in conjunction with the 3 air and you get an explosion but you never see 4

any smoke or anything, but, of course, it is a 5

very striking demonstration of a chemical 6

7 reaction.

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And my suspicion is that is most likely what happened, but I again have no proof or any way to substantiate that other than the fact that the chemical reaction between the aluminum and the concrete is known or cement is 12 known. 13

Q. Would the hydrogen gas explosion in this situation have been powerful enough to cause the damage that occurred in this case?

MR. VALLE: Objection to the form.

No predicate as well. 18

BY MR. FAMULARI:

Q. You can answer if you can.

A. Probably. If that entire space had 21 hydrogen under it or a good portion of it, it is 22 a very powerful explosion and it would easily 23 have, could have created the damage that I saw. 24

O. If that area had some kind of vents

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17 deck? Q. On the cockpit deck --18 A. Yes. 19 Q. -- That would have exposed, given 20 access to that lazarette area, as a marine 21 chemist would you have considered that a 22 confined space? 23

17 space? MR. KALLEN: I was just looking at 18 it. Where was it? Here it is. Why don't 19 you read off the section first. 20 THE WITNESS: This is 1915.4 21 paragraph P. "The term confined space" --22

this is OSHA's definition, "means a

compartment of small size and limited access

such as a double bottom tank, cofferdam or

MR. KALLEN: Object to the form.

MR. VALLE: Join.

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other space which by its small size and confined nature can readily create or aggravate a hazardous exposure."

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Now, when I teach the course we extend that a little bit. We say it's normally any space that is not designed for normal human use. So when I say normal human use being you don't live there, you don't go into it on a regular basis. It is -- an enclosed space is a slightly different definition and that is a space that would be ventilated and used more often. A space that is regularly opened and ventilated would be like an enclosed space. A confined space would be a space that may or may not be ventilated, but it isn't something where someone goes into it regularly.

Very minute distinction between the two, but OSHA chooses to have the two different definitions and we just try and deal with them both as marine chemists in teaching the course.

BY MR. FAMULARI:

Q. If there was a confined space and

Now, prior to hot work in addition to that a person should be writing what is 2 called a competent person's log which would list that that space has been inspected and what type of work is permitted to be done there, any limitation that should be done on that same competent person's log. The time and date of 7 the inspection should be there. 8

Any instruments that are used to test the space should be written down and any results of those tests such as the oxygen level, LEL, the explosive limits of the gases found.

Again, it is all spelled out in part of the course that is taught. It gets a little bit, how should I say, detailed I guess is what should be done, but basically those are the things that should be done before someone is told, yes, it is safe to go in and do the work.

Someone is supposed to look at the space, either a competent person or a marine 20 chemist and test the area that is supposed to be 22 welded in as well as consideration given to 23 adjacent spaces and, of course, anything on the opposite side of any place that is being welded 24 on because that common plate is common to two 25

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there was going to be hot work done what should be done? What should the shipyard competent person and/or the welder do?

A. Well, first of all, they have to determine where it is located relative to fuel tanks or other spaces that have, may have contained flammable work or combustible liquid because if it is an adjacent space to one of those spaces they are required to call a marine chemist if their work is within twenty-five feet of that space.

If that is not the case, if that is not the case then anybody entering that space prior to entering from a shipyard standpoint that space should be tested for oxygen, combustible or flammable gases to see if they were present.

And if they are not -- if oxygen is there, but the flammable gases aren't there, according to the OSHA regulations there are limits with numbers and all of this and I won't go into the whole course on that.

If the numbers are what they are supposed to be, then a competent person is permitted to let someone go into the space.

spaces.

2 In other words, if you are on one 3 side of a plate, whatever is on the other side is another space and it has hot work being done 4 on it by nature of the fact that that plate is 5 being heated up to whatever temperature. 7

So at least two spaces have to be examined anytime that you are doing work on a piece of aluminum or a plate or a piece of steel or whatever.

Probably the most notable exception would be if you are inside the ship and you are welding on the outside, as long as someone has looked around and made sure there is no gasoline tanks right next to the outside of the vessel, you don't really examine and run around looking the whole yard because that is adjacent to the outside.

- Q. Let's assume --
- A. You got to use some logic.
- Q. Let's assume that --

22 MR. VALLE: Can you read that 23 entire answer back for me.

(Thereupon, the above-mentioned question was read by the reporter as above CNARANIO VE STEPHEN BOSMITH: 107 Condenselt IN FLSD Docket 08/08/2001 JAN 15TH; 2001 recorded.) THE WITNESS: He is still required 1 1 to inspect the space in which there is 2 MR. VALLE: What I was confused 2 welding and -- You are saying we are about was that whether or not the adjacent 3 3 space or the space that they were working in assuming the cement was right up to the 4 4 5 was what you were referring to, and when you 5 plate? said that it should be tested. And you lost BY MR. FAMULARI: 6 6 me a little bit there. That was my 7 7 O. Yes? 8 confusion, I am sorry. 8 MR. VALLE: Assuming he was told? 9 BY MR. FAMULARI: BY MR. FAMULARI: Q. If you want to take it, clarify Q. Assuming he was told that, yes, 10 10 11 that, go head? 11 assuming he was told that? A. Well, if you are welding on a space 12 A. It would be up to him to verify 12 that has an adjacent space that needs to be that is the case, that there is no space there. 13 13 tested, you have to test both spaces. And at that point he would either 14 14 find a space or not and at some point figure out I think I went into that at the end 15 15 there when I was talking about if you're welding how to test that on the opposite side of the 16 16 on a plate and you're welding on this side, this plate if there is a space there by drilling a 17 17 side is involved, therefore you have to test 18 hole. 18 this as well. 19 If there isn't a space there they 19 may have called me on the phone and said, geez, 20 MR. VALLE: Okay. Would that be 20 the responsibility of the marine competent we are going to weld right against a piece of 21 21 person or --22 22 cement on the opposite side of this, what do we need to worry about? They may or may not have 23 23 THE WITNESS: Either the competent person of the marine chemist depending on done that, 24 24 25 who --25 I get calls not necessarily about Page 34 Page 36 MR. VALLE: Who is there? cement, but from time to time about here is a 1 situation that is unusual, Pete, what should we 2 THE WITNESS: -- Who is supposed to 2 do. So at that stand, from that stand point he be there for it, yes. 3 3 MR. VALLE: Okay. should have looked at the area and determined 4 BY MR. FAMULARI: whether it was safe using a meter and visual 5 Q. Okay, let's assume that the inspection on both sides of the plate that was 6 6 lazarette is a confined space and that it is 25 to be welded. 7 7 Q. And who should have been the one to 8 feet from fuel tanks. 8 MR. KALLEN: More than 25 feet? make that determination? 9 9 A. The shipyard competent person. 10 10 BY MR. FAMULARI: Q. More than 25 feet. We are assuming Let me back up something that you said a minute 11 11 ago for clarification of you all. that because I don't really know. And let's 12 12 also assume that the welder, the actual person Q. Okay. 13 13 that was going to do the work asked the captain 14 A. You said if there is a fuel tank 14 if there were any fuel lines or hydraulic lines further away than 25 feet. 15 15 underneath that deck and was told no, and let's Okay, this is something that 16 16 17 assume that the welder was told that the area 17 probably wasn't described earlier and I didn't 18 below was filled with cement up to the top and go into it in detail, but maybe I should so 18 19 the deck was laid on top of that where he was there isn't a misconception. And that is if 19 20 going to weld. 20 there is a fuel tank closer than 25 feet, but 21 Let's assume all of that. At that 21 you are working not in an adjacent space, two point what should the shipyard competent person spaces away, that fuel tank could be three feet 22 22 23 do? 23 away and this space is not required to be MR. VALLE: Objection to the form. inspected. 24 24 25 MR. KALLEN: Join. 25 It is only if you are in an

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usually much more straightforward and they usually aren't required or necessary for me to do my work.

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And we assume the same for the shipyard, that since they are more simply and more straightforwardly designed than a large ship, that the people are capable of determining what is where without the plans.

Q. I asked you this before. Getting back to the acetone theory, would an explosion not. But that is the thing that he should have done and whenever I am talking with welders the one thing that I, that I always tell them and this has nothing to do with whether or not anybody inspected it is, I always tell the welders make sure that you know what is on the other side of what you are welding and if you don't know don't weld.

I don't know whether I have ever told him that specifically, but whenever I am

Page 41 Page 43 talking with welders or talking with people in had safety training in the types of areas where the yard and have a few minutes I am constantly he is supposed to be looking for hazards. trying to spread this word because of the Q. Okay. And I take it from your 3 3 stories that I hear from other marine chemists testimony today that if there be any doubt as to and, of course, after the fact this incident. what may be behind the deck or on the other side 5 I am the only guy in the area that of the deck or any doubt as to the presence or 6 gets to teach this kind of stuff. OSHA writes possible presence of combustibles or any doubt the regs, but they don't make any provisions so as to the presence of any other potential risk 8 I am forever -- I am like the gospel spreader, relative to the welding job to be undertaken, 9 you know. That is what I do when I go out to the welder and his supervisor should error on 10 10 the yards and -the side of caution and ask and get as much 11 11 I have people look up at me, are information as possible before starting the job, 12 12 you sure it is safe. Off the record. would that be fair to say? 13 13 A. Yes. I might mention --(Discussion off the record.) 14 14 THE WITNESS: But, anyway, I mean, Q. Sure. 15 15 16 that is how I get them to have some 16 A. In my competent person course I have a clipboard with big pages of paper on it confidence in me, you know. 17 17 and one of them is if you walk away from a job BY MR. FAMULARI: 18 18 and you still have doubts, you haven't done your 19 Q. I don't have anything else. 19 **CROSS-EXAMINATION** job; go back. 20 20 21 Q. Okay. 21 BY MR. KALLEN: A. Now, this is for the competent 22 Q. Mr. Rimmel, let me follow up on 22 that last question posed to you by Mr. Famulari person. The welders don't always go to these 23 about what Mr. Naranjo, or I take it any welder 24 24 classes. in this circumstance should have done in your Q. No, I understand that. 25 25 Page 42 Page 44 opinion when faced with a welding job in a A. So, you know --1 confined space --Q. And let me follow up on that since 2 2 A. Right. you mentioned it. 3 3 Q. -- On this boat. You said that he 4 At some point in time should not 4 should have made sure what was on the other the welding foreman or some supervisor at the yard make sure that the individual welders have side? 6 a working knowledge of, if not the OSHA A. Right. 7 7 regulations themselves, the potential hazards Q. Now, in your opinion as a welder 8 8 what should he have done to make sure what was involved on the job which OSHA speaks to so they 9 on the other side? can identify these risks before the job 10 10 A. The easiest answer is talk to his 11 commences? 11 A. That is -- Yes, that is true, yes. 12 12 boss. Q. Okay. Would it be adequate in your Q. Would you expect a welder who has 13 13 opinion for him to simply ask the captain of the been on the job at a yard such as Bradford for 14 vessel as opposed to his employer who is six, seven years and has had welding experience 15 15 responsible for the work? before that to at least have a working knowledge 16 16 of the potential hazards of doing welding work A. No, because it's good to ask the 17 17 captain about specific things such as in the on a ship? 18 18 question are there hydraulic lines, et cetera. A. Pretty much so, yes. 19 19 The more information that you get the better, of Q. And to that extent the welder 20 20 himself would bear some responsibility to look 21 course. 21 after his own safety before commencing a welding 22 22 Q. Sure. 23 A. But you don't know whether that 23 iob?

A. Ycs.

MR. FAMULARI: Object to the form.

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24 captain has had competent person training. He

may have obtained from speaking with these

make sure that the welder's hindsight is

Page 53 Page 55 A. There were some plates covering the A. They drilled a hole on the top l 1 same deck frames leaving that one to two inch plate of the deck, yes. 2 space as previous. They were loose plates, I Q. Okay. 3 3 A. What I am saying is, at the aft end recall. 4 of some areas of the lazarette there were holes I don't, like I said earlier, I don't recall earlier whether the other plates drilled through the frames or through some 6 had been tacked down or welded down, I just structure. I am trying to remember, and I stuck my meter in a couple of those to test underneath don't remember. 8 Q. Okay. the plates that way. We didn't drill any holes 9 A. But these plates were in smaller specifically. 10 10 pieces. They could be picked up and they were Q. Okay. 11 11 -- with a few exceptions because there was A. I found nothing at that point. 12 equipment bolted to them and they were down Q. Correct me if I am wrong, but 13 13 where they couldn't pick the pieces up. The hydrogen is lighter than air, is it not? 14 14 new plates were then picked up and moved out of A. Yes. 15 15 the way so the area could be ventilated and 16 Q. And if hydrogen was going to be based on the work that they had to do we put generated by cement in contact with aluminum 17 17 some blowers in to blow underneath the other underneath those deck plates, you would expect 18 that hydrogen to rise and be directly underneath plates to make sure there was no residual 19 19 hydrogen there, if there was any buildup. the deck plate, correct? 20 20 I did test with my meter and got no 21 A. Yes, I guess, yes. 21 Q. And that is why you tested it, 22 readings. 22 isn't it? I mean, that is why you put the hose Q. That is what I wanted to ask you? 23 23 24 A. Yes. 24 in there to see --Q. Direct question, okay. At the time A. Yes. 25 25 Page 54 Page 56 Q. -- Hey, if we got a situation here that you were there did you use your multi gas 1 1 that we might have had three years ago? tester to check the one inch gap between the 2 bottom, between the floor of the lazarette and A. Correct. 3 the top of the cement to determine whether or Q. And in your testing that was done a 4 month ago you found no presence of any hydrogen not or to try to determine --5 5 gas at all underneath those deck plates between A. Yes, I did. 6 6 Q. -- Whether there was any the cement plate and the bottom of the deck 7 7 plate which is the floor of the lazarette? combustible gases in there? 8 8 A. Yes, two different dates. A. Correct. 9 9 Q. When you did that was the area Q. Okay, did you find anything else, 10 10 opened up or was it still confined so that you any other type of gas, any other type of 11 11 would expect that if, that if there were combustible? 12 12 explosive gases in there you would have found 13 A. Nothing combustible, no. There 13 was a difference -- like I say, these plates them? 14 14 were loosened and they were just laying on top A. The first time that I went there it 15 15 was, the plates were still on the deck. of the frames. I know that the other plates 16 16 were solid plates. 17 Q. Okay. 17 A. And I checked a couple of areas Like I said, I don't remember 18 18 with my meter and didn't find any hydrogen. whether they were welded down, but they were 19 19 There were holes that were drilled much larger plates and that, that is the only 20 20

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way to ventilate.

through the ends through which I put my meter

O. You knew that they did drill holes

on the deck before the incident occurred?

hose and I don't believe that those were there

at the time of this incident.

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thing that I can recall but they would, could

have combined hydrogen in a space that because

there would be no air movement or way for it, a

That is the only difference that I

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did find this time, that they were smaller plates and we were able to pick them up and move them.

Q. If hydrogen gas is continually generated by this reaction between aluminum and cement, in your experience, sir, as a marine chemist would you expect that there would be a trace of hydrogen gas available for your meter to pick up in the event that hydrogen gas was continually generated by this environment, within a reasonable degree of scientific probability?

A. I have to answer yes and no. And the reason that I say yes is if it is continually generated I probably would have detected it with my meter.

No. because when I talked to the captain on board he said that the area was continually flooding because of some leak and that water would have been displacing it had it been trapped under there.

So I have a different situation this time than a dry lazarette during the incident, at the time of the incident.

Q. Okay.

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A. Because he said -- they showed me the high water mark which was several inches above the floor, the floorboards in the lazarette and so that would have displaced anything under there.

Q. In your -- I guess you said in your attendance at this seminar or your meeting that you went to after you had the opportunity to look at this vessel back in 1997 --

A. Right.

Q. You learned, I think you said that you learned that a combination of cement and aluminum would result in the production of hydrogen gas, correct?

A. Ycs.

Q. Who did you learn that from?

A. I don't recall. I was sitting there with four or five people and I think two or three of them at the same time said, oh.

You know, it was something that for 21 some reason hadn't occurred to me. You have to 22 realize, some of these guys are chemists and I 23 am a chemical engineer. So my training in 24 chemical engineering isn't quite as much in some 25 of the chemistry as theirs and so it was more

obvious to them than it was to me that this 1 2 would be a problem.

I never thought of it at the time.

Q. So this basically isn't something 4 5 that you have learned and had experience with over the years, it's something that someone at a meeting told you and you are applying to a condition that you had looked at sometime 9 before?

A. Right. Right, I went back sometime later and looked in my textbooks and, oh, yes, it makes sense.

Q. Do you know whether or not aluminum in contact with cement generates hydrogen or whether there has to be some other catalyst present?

A. I think about the only thing that you need is moisture, water, dampness, humidity possibly.

20 Q. And I think you said that in 1997 that that compartment was dry, correct? 21

A. As I recall I was told that it was 22 23 dry. There were not any leaks in the compartment similar to like I said, the flooding 24 that I am talking about. Prior to the accident, 25

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obviously. After the accident the thing had been under water and I couldn't detect anything with my meter because it had been submerged. 3

4 Q. But before that, the history that you got from the captain and other people was 5 that the compartment was dry? 6

A. It had been dry, yes.

O. And on this occasion --

A. When I say dry, not full of water.

I mean, you've always got humidity around the 10 ocean. 11

Q. On this particular occasion when you examined the vessel a month ago I think you 13 said that the cement was damp or had been wet 14 because of a leak in the area? 15

A. It was dry in the surface because, you know, we pulled the plates up and it was dry. But, I mean, you could see the high water mark where the captain, before they had pulled the boat out of the water and drained everything out and dried it out, he pointed out, yeah, it had been flooding up to here and that made me feel better from the standpoint that I knew if the water had been up that high, if there were any hydrogen in the areas that I couldn't reach

	Page 61		F	age 63
1	with my hose, it probably would have been	1	A. Surc.	
2	displaced.	2	Q. Where was it that you got your	}
3	And this isn't a mechanism that	3	engineering degree?	-
4	occurs so rapidly that in a day or two you would	4	A. University of Cincinnati.	1
5	have an explosive, you know, concentration of	5	Q. And what year?	
6	hydrogen.	6	A. 1970.	
7	Q. Is that your opinion, sir, that	7	Q. Have you been back to any type of	
8	A. That would be my opinion.	8	formal continued education after that?	
9	Q. That hydrogen gas would not	9	A. Not in chemical engineering, no.	
10	accumulate rapidly enough in that environment	10	Q. In what, if anything?	:
11	for you to have been able to detect it had it	11	A. Well, my whole training as a marine	ļ
12	only been a day or two when the condition was	12	chemist. That is quite extensive.	1
13	present?	13	Q. What sort of additional training	
14	A. Right.	14	did you have?	
15	Q. All right.	15	Do you have a curriculum vitae with	-
16	A. I can't give you any numbers on	16	you that you can share with us?	
17	that or rate, but that would be just be a feel	17	A. I mailed one to the office. I am	
18	that I have for the mechanism. It is a slow	18	sorry, I didn't know that I had to bring one.	
19	one.	19	MR. FAMULARI: It must have come	
20	Q. But in any event, when you tested	20	here.	
21	it a month ago, even though it had been in the	21	BY MR. VALLE:	
22	presence of water and it had been a confined	22	Q. If you can mail one to me. You've	
23	area, when you put your hose in there you didn't	23	got my card. If you can mail it to Larry Valle.	1
24	find the presence of any hydrogen?	24	A. Okay.	
25	A. Correct.	25	Q. If you can mail a copy to me.	
	Page 62			Page 64
1	Q. And you wouldn't have conducted	1	A. I faxed someone a copy.	
	that test, would you, had you thought that it	2	MR. FAMULARI: It wasn't me, so it	
	wouldn't have been possible at that time for	3	must have been Manny.	1
4	there to be hydrogen there?	4	THE WITNESS: I know I faxed one to	
] ;	5 A. No.	5	this office.	
	Q. I mean, you were testing it for a	6	BY MR. VALLE:	
1	7 reason?	7	Q. That is all right. What additional	
;	8 A. Yes.	8	training did you go through?	
- -	Q. Because you suspected there might	9	A. Well, to become a marine chemist	
1	0 be	10	you are required to have experience in the	
1	A. I wanted to be sure since I had	11	shipyard industry, in the welding industry, a	
1	this knowledge from previous incidents that I	12	minimum of three years work in the chemical	
1	3 cover all of my bases. I mean, my job is to	13	industry.	
1	4 test for anything that I suspect.	14	And I worked for Union Carbide and	'
1	5 Q. Sure. Did you ever write a letter	15	Clorox Company so I have a fair amount of	
1	6 to the manufacturer of the vessel or to anyone	16	experience in those industries.	
1	7 else describing the potential dangers of	17	Q. Peace through chemistry?	
	8 concrete in an environment where it makes	18	A. Yes. There is an 18 module	
	9 contact with aluminum?	19	there is an 18 module training program	
2	20 A. No.	20	discussing various topics that you can't get at	
	Q. Let me ask you a few questions	21	a university level that relate to the marine	
	about you and I have not met before?	22	chemist's specific job such as instrument	
:	23 A. No.	23		Į
	Q. Let me ask you a couple of	24	clean is clean when you go on board a tanker	or
	25 questions about your general background.	25	any place where you are looking to make sure	
L				

A. I have no idea.

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A. Yes.

Q. Who else do you regularly work for

Page 69 have been left with Torch and I would have kept in your capacity as a marine chemist? A. Almost everybody in the marine a cop for myself. 2 2 industry in South Florida. I am the only one That long ago I don't know what 3 3 down here. they did with theirs. I keep a copy of every 4 Q. Okay. certificate that I have. 5 A. And I work for many of the Q. I just asked you --6 6 shoreside companies, typically Cliff Berry and 7 A. Like I say, I can't find mine people who are cleaning the shoreside tanks in because it got pulled out at the time of this 8 Port Everglades. incident and never got refiled. 9 Q. The question was, you did leave You see those big two hundred feet 10 10 diameter, 60 foot high gasoline tanks, before several copies with Bradford? 11 11 they are done with them I certify them before A. Yes. 12 12 anybody does any work as well, so anything of Q. Was there ever a time that you 13 13 posted a notice on the SOUVENIR certifying that that type. 14 the entire ship was gas free? 15 Q. When you went on board the, let's call it the subject yacht. What can we call it, 16 A. No, no, and I wouldn't have. I 16 the -don't post them. 17 17 Q. Gas free means gas free today, 18 MR. WEBER: SOUVENIR. 18 BY MR. VALLE: 19 19 right? Q. Okay, let's call it the SOUVENIR. 20 A. I understand what you're saying. 20 When you went on board the SOUVENIR in 1997 what MR KALLEN: Wait -- go ahead. 21 21 22 specific area and I am talking about before the 22 BY MR. VALLE: explosion occurred, when they brought the yacht 23 23 Q. My next question --24 in -- strike that. 24 MR. KALLEN: What about an answer Let's go back to the beginning of 25 to that? 25 Page 72 Page 70 the repair work that was being done on the i BY MR. VALLE: SOUVENIR in 1997. At what particular point were Q. You understand what I am saying, 2 you called by Torch or anybody else at Bradford what do you mean? 3 to come down and look at the SOUVENIR? A. Well, my chemist certificate 4 A. They called me because they needed stipulates the condition at the time that I make 5 5 to do some work in and around the engine room or the inspection. 6 6 fuel tanks. 7 It doesn't guarantee anything in 7 8 Q. Okay. 8 the future. A. I wrote a certificate based on the Q. That is what I am saying. 9 9 inspection that I made and unfortunately I can't A. Yes. 10 10 find the darn thing. Q. In a changing environment --H 11 Q. When you say --A. Exactly. 12 12 A. I got it out at some point later to Q. In a work environment in a shipyard 13 13 see what I had looked at and I know it was you are aware that from time to time there is a 14 14 nothing in this area and I don't know what number of volatile liquids used in either 15 happened to it. It was not refiled where it removing paint, cleaning metals, thinning paint, 16 16 should have been filed. I can't find it. that sort of thing, right? 17 17 Q. When you say this area you mean the A. Ycs. 18 18 lazarette area? Q. And as the environment changes in 19 19 an area that you have inspected you would expect 20 A. Yes, the lazarette area. 20 that the people that, that would either call you Q. You say Bradford should have about 21 21 22 four or five copies of it? back or that they would take down the gas free 22 environment, correct? A. Correct. Well, five copies are 23 23 written and one would have gone with the billing A. Yes. 24 24 that I gave to Bradford and three copies would Q. When you went back to Bradford how 25

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BY MR. VALLE:

empty or whether something had poured out of it or not, and --18

Q. Do you know how long it had been between the time that the can tipped over and the time that Mr. Naranjo attempted to weld on 22 that deck?

23 A. No, I don't.

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Q. Do you know the size of the can of 24 acetone that tipped over?

provided was that gasoline had been stored in

MR. FAMULARI: Object to the form.

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the lazarette by the owner prior to this particular incident, correct? 2 3

A. I think they -- someone mentioned --

MR. KALLEN: Let me object to the form, go ahead.

THE WITNESS: I think someone had mentioned that they had had one of those red six gallon cans, metal cans typical of what you use with an outboard motor in a smaller boat.

It was discussed. I don't know, I don't recall whether it was stored in there for any length of time or had just been put in there. I think I am more -- I don't recall what I wrote in here, whether I mentioned that or not.

18 BY MR. VALLE:

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Q. I don't think that you did. That is why I am asking.

A. It just sticks in my head that it was discussed and it may just be my memory that we talked about it, not that they actually said it was in there.

Q. Was anything else to your knowledge

possible causes? 1

2 A. My letter was a list of possible causes. I think based on discussions after the fact like we were talking about, about the 4 hydrogen, that is the most probable. 5 6

Q. Most possible or most probable?

A. Most probable.

Q. Are you saying here today there is better than a fifty-fifty chance that it was the hydrogen or are you saying --

A. Yes.

Q. Okay.

A. Yes. 13

> Q. Did you ever examine the area of the hull either in 1997 or a month ago where cement comes in direct contact with aluminum?

A. I know I have looked at it, I don't know -- what do you mean by examined?

Q. Examined? I mean, you know, look 19 at it, take samples, test it? 20

A. No, I didn't take samples or test it, no.

Q. What did it look like to you, and I am talking about -- Let me rephrase the question so we get specific.

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stored in that area, in the lazarette?

A. Well, at the time that I did my investigation there was nothing in there.

Q. No, no, I mean by history. Obvisouly, when you did your investigation --A. Oh, okay.

Q. -- There was nothing there, but

what did you learn? A. No other, no other flammable

liquids other than the two, acetone and gasoline were discussed that I recall.

O. All right.

A. And it may have been me who brought up the gasoline. I said, well, you know, because typically they are down there. And that is why it might be sticking in my memory, because I was looking for a cause and if I 17 18 didn't put it in my letter, it may not have --19 they may have said, no, there wasn't and that is 20 why I am, I -- It has been a long time, you got

21 to realize. 22 Q. I understand. Are you rendering an 23 opinion here today within a reasonable degree of scientific certainty as to the cause of this explosion or were you giving us a list of

The question is, did you ever look

at or examine the area beneath the floor of the

lazarette either in 1997 or a month ago where 3

the cement beneath the lazarette came in contact

with the aluminum portions of the vessel, 5

whether it be the hull or the frame? 6

A. Well, in 1997 the possibility of 7 hydrogen generation hadn't occurred to me, so I 9 know I looked at the area, but I wasn't looking with that in mind. 10

Just recently when I was on board I 11 did look a little more closely because of that. 12 The cement is confined by the framework in there 13 that is the structural members of the vessel and 14 there is not a whole lot to see other than where 15 16 the top of the cement touches the aluminum.

Q. Okay.

A. There is nothing else to see.

Q. Describe for me, if you would, please, what the top of the cement looked like?

A. Cement in contact with aluminum, a little bit of dirt, a little bit of -- kind of a white substance that is typical of scum that you

23 get in bilges, you know, that is about it. And 24

nothing outstanding in my mind that I would say,

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Contdeascuti FLSD Docket 08/08/2001 JAPSigd 5211Huf 2001 Page 81 Page 83 oh, man, look out for that. any degradation. That is not why I was there. 1 Q. Okay, you didn't see any crumbling So since we talked about removing it, I didn't 2 2 or any degradation of the cement at the area look any further than that. 3 3 where it came in contact with the aluminum then, 4 Q. This gasoline that was, that you 4 did vou sir? were advised may have been stored in the 5 A. No, I don't recall, no. lazarette, do you know whether that gasoline was 6 O. This process that you're talking mixed with an oil that you customarily mix with 7 7 about that results in the release of hydrogen, 8 gasoline before you use it outboard motors or 8 is that part of an oxidation process where the 9 not? 9 aluminum and the cement have some sort of 10 MR. KALLEN: Object to form. 10 THE WITNESS: I have no idea. Like 11 interaction? 11 A. It has been three years since I 12 I say, I didn't really read my whole 12 looked at the mechanism, the actual chemical letter. I was just trying off the top of my 13 13 head to remember what had been discussed. 14 reaction. And I am trying to remember whether 14 the aluminum is, acts more like a catalyst or If I didn't mention gasoline was 15 15 whether it acts, it is included in the reaction stored in there, it probably wasn't. So the 16 16 and I don't recall off the top of my head. question is moot. 17 17 18 Q. Okay. In any event, when you 18 BY MR. VALLE: looked into that compartment a month ago, even 19 Q. Okay. So did you receive 19 though that compartment had been flooded with 20 information that gasoline had been stored in 20 water fairly recently before you looked at it, there or didn't you? 21 21 you didn't see anything that put up red flags to 22 A. Let me take the time to read my you as a marine chemist or a marine surveyor 23 letter. 23 24 that there was something structurally unusual 24 Q. There is nothing in there. A. If it doesn't mention gasoline in beneath the floor of the lazarette, correct? 25 25 Page 82 Page 84 here, then I did not receive any information MR. FAMULARI: Object to the form. 1 1 THE WITNESS: I don't follow what 2 2 that it had been stored in there. Q. Okay, so we can forget the you are asking. 3 3 BY MR. VALLE: gasoline? 5 Q. Okay, when you looked under the 5 A. Exactly. floor of that lazarette a month ago you didn't Q. All right. You said when you got 6 find anything that would cause you concern as a to the area in 1997, when you arrived on the 7 vessel to look in the area of the lazarette it marine surveyor or a marine chemist in that it 8 was an unusual or dangerous or suspicious had been cleaned out? 9 10 10

situation? A. Well, I recommended that the cement

11 be taken out at the time that I saw it there. 12

O. I am talking about --

A. A month ago.

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Q. I am not talking about just the fact that it was cement. I am talking about any physical appearance of the cement or of the aluminum which gave rise to concern to you that perhaps a chemical reaction was going on?

A. I couldn't see the interface between the two anywhere so, no, I couldn't.

Q. How about just at the top where the cement meets the aluminum, either in any of the supports or in the hull of the boat? A. I didn't look to see if there was

lazarette. 23 24 your duty or part of your procedure as an 25

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A. There was nothing on top of the deck plate that covered the framework that was two inches above the cement except two hydraulic pumps that were going to be installed. I don't remember. It was either one or two. And they were about a foot and a half or two feet tall and had they not been there, that deck plate may have gone all the way up to the overhead instead of just come up to the extent that it did. Because they stopped it from coming any higher. Other than that I don't recall anything else being on that deck plate in the Q. Okay. Did you either as part of

			(IT LOD DOCKET 00/00/2001 JANG FFR, 2001
	Page 85		Page 87
1	investigator or as a marine surveyor direct	1	Q. Sure.
2	Bradford Marine to save and preserve any of the	2	A. And I don't recall seeing anything.
3	evidence of the explosion?	3	Q. But you as a chemist know that
4	A. No.	4	there are things that you can't visually see
5	Q. Such as the lazarette deck plates	5	that you can pick up with certain equipment?
6	that were bent up or any of the other evidence	6	A. Yes, of course.
7	of the explosion at the time?	7	Q. And if those plates were available
8	A. No, no, I didn't.	8	at the present time we could test them and
9	Q. Do you know whether or not they	9	determine if some substance had been ivolved in
10	did?	10	this particular explosion which left a residue
11	A. I have no idea.	11	and a telltail fingerprint as to what the
12	Q. In explosion cases would you expect	12	substance was, right?
13	that through scientific evidence residue of an	13	A. Yes, sure. I don't know who else
14	explosion on the bottom surface of the deck	14	they hired at the time as surveyors and so on.
15	plate would have revealed the nature of the	15	There were a lot of people around and the
16	substance which had been ignited?	16	question to me was what caused the explosion,
17	A. If it was something that would	17	and I wasn't hired by anybody to represent them
18	leave a residue, yes. I don't know whether a	18	as a surveyor.
19	hydrogen explosion would because hydrogen	19	Had I done that, I probably would
20	combines with oxygen and you create water. What	20	have done a lot more than just write this
21	is the residue when you are in a boat that gets	21	letter.
22	flooded?	22	Q. Okay. One of the things that you
23	Q. Okay, my question is	23	would have done probably is tell them to
24	A. Yes. Had it been some other	24	preserve the evidence, right?
25	substance	25	A. Possibly, yes, sure.
	Page 86	5	Page 88
1		1	Q. I represent the manufacturer of the
2		2	boat?
3		3	A. Right.
4		4	Q. We are trying find out whether it
5	<u>-</u>	5	was a manufacturing defect, if any, which caused
1 6		6	the explosion or if it was other things or other
1 7	BY MR, VALLE:	7	substances.
8	Q. Or methane or acctone?	8	A. I understand that, yes.
9		9	Q. It's not possible for me to do that
10	and I can't I can't testify that yes these do	10	at this point without those plates, is it?
1		11	MR. FAMULARI: Object to the form.
12		12	THE WITNESS: I don't know,
1:	Q. There is a possibility that if some	13	probably not.
14		14	BY MR. VALLE:
- 1.	secondary result of an explosion, that residue	15	Q. Okay. Now, in your original report
11:	o booting i court of all only toolon, that i conduct		
1:		16	I think you gave three possible causes for the
1	6 would have been available on the bottom of those	16 17	I think you gave three possible causes for the explosion to have occurred?
11	would have been available on the bottom of those plates to be tested, correct?	- 1	explosion to have occurred?
10	would have been available on the bottom of those plates to be tested, correct? MR. FAMULARI: Object to the form.	17	explosion to have occurred? A. Those are my thoughts at the time,
11	would have been available on the bottom of those plates to be tested, correct? MR. FAMULARI: Object to the form. THE WITNESS: Possibly, yes	17 18	explosion to have occurred? A. Those are my thoughts at the time, yes.
11	would have been available on the bottom of those plates to be tested, correct? MR. FAMULARI: Object to the form. THE WITNESS: Possibly, yes BY MR. VALLE:	17 18 19	explosion to have occurred? A. Those are my thoughts at the time, yes.
1 1 1 2 2	would have been available on the bottom of those plates to be tested, correct? MR. FAMULARI: Object to the form. THE WITNESS: Possibly, yes BY MR. VALLE:	17 18 19 20	explosion to have occurred? A. Those are my thoughts at the time, yes. Q. And I take it those are your thoughts within a reasonable degree of
) 14 1 1 1 2 2 2	would have been available on the bottom of those plates to be tested, correct? MR. FAMULARI: Object to the form. THE WITNESS: Possibly, yes BY MR. VALLE: Q. And	17 18 19 20 21	explosion to have occurred? A. Those are my thoughts at the time, yes. Q. And I take it those are your thoughts within a reasonable degree of scientific certainty because you wrote the
) 1 1 1 1 2 2 2 2 2 2	would have been available on the bottom of those plates to be tested, correct? MR. FAMULARI: Object to the form. THE WITNESS: Possibly, yes BY MR. VALLE: Q. And A. I don't recall seeing anything out	17 18 19 20 21 22	explosion to have occurred? A. Those are my thoughts at the time, yes. Q. And I take it those are your thoughts within a reasonable degree of scientific certainty because you wrote the report as a marine chemist and you are giving

		Baci	MILEOD Docker 00/00/5001 JVA MA 3 DHY SOOT
	Page 89		Page 91
1	A. Correct.	1	Q. So there are multiple gasoline
2	Q. Okay. One of the three sources I	2	containers and they were stored in the
3	think you referred to and I am looking at page	3	lazarette?
4	two of your report, you mention the can of	4	MR. KALLEN: Object to the form.
5	acetone lying on the deck above the lazarette?	5	BY MR. VALLE:
6	A. Yes.	6	Q. According to your history?
7	Q. You didn't say it was in the	7	MR. KALLEN: May have.
8	lazarette, you said it was on the deck above the	8	MR. VALLE: May have.
9	lazarette, so then can I assume that your memory	9	MR. KALLEN: At some time.
10	was better when you wrote this report than it is	10	BY MR. VALLE:
11	today?	11	Q. At some time, correct?
12	A. Of course.	12	A. Yes.
13	Q. So then the history that was given	13	Q. And I take it that was possible
14	to you was apparently that a can of acctone had	14	cause number two, gasoline had gotten down
15	been laying on its side above the lazarette on	15	somehow into the area beneath the deck of the
16	the wooden deck, correct?	16	lazarette'?
17	A. Which paragraph are you referring	17	A. Yes.
18	to?	18	Q. Into that gap?
19	Q. Paragraph two on page two?	19	A. Yes.
20	A. Okay. Yes, of course.	20	Q. The third source I think you
21	Q. And you would assume I guess then	21	mentioned were live bait wells. Can you tell me
22	that the acetone went through the wood plank	22	where those live bait wells were with respect to
23	deck down into the area of the lazarette?	23	the lazarette?
24	MR. FAMULARI: Object to the form.	24	A. As I recall they were in the floor
25	THE WITNESS: Possibly, yes.	25	of the fish deck and extended down into the
ļ	Page 9	<u></u>	Page 92
١,	BY MR. VALLE:		lazarette. I don't recall exactly, but as I
2	Q. Okay. And on a ship liquids can	2	recall that is my recollection.
3	find their way into a bilge and that is	3	Q. Okay, and what were they made of?
4	basically the reason that the bilge is there,	4	A. I think aluminum. But I don't
4	isn't it?	5	recall.
1	A. Well, not to accumulate flammable	6	Q. And were they on either side of the
6	liquids, but, yes, to accumulate liquids,	7	
7	• • • • • • •		
8	correct.	8	
9	Q. And if they happen to be flammable	9	
10	they are going to find their way into the bilge? A. That is correct.	10	١
11		11	
12	Q. And this area that was below the	12	* *
13	lazarette is part of the bilge system?	13	
14	0 1 1	14	
15	, 3	15	•
16	, ,	16	1
17	•	17	
18	<i>y y z</i>	18	
19	, , , , , , , , , , , , , , , , , , , ,	19	
20	,	20	•
) 21	, .	21	, , ,
22		22	
23	•	23	7 1
	as a history from somebody?	24	environment on the far side of the plate
24	· · · · · · · · · · · · · · · · · · ·	25	

BY MR. VALLE: BY MR. VALLE: 1 2 Q. -- Prior to commencing welding 2 Q. Let's go back to your report for a operation? second. The third possible source that you 3 MR. FAMULARI: Object to the form. mentioned in your written report to your client, 4 Bradford Marine, was the possible accumulation 5 THE WITNESS: Yes. of methane gas as a result of the degradation of BY MR. VALLE: 6 7 Q. Bilges customarily present a danger 7 sea life and other things in sea water? of accumulation of volatile and flammable gases, A. Correct. 8 8 9 correct? 9 Q. Is methane gas something that you A. In and around machinery areas, can smell? 10 10 yes. In a lazarette not necessarily because 11 A. No. 11 they don't normally have flammable liquids 12 O. So someone down inside the 13 stored in there. lazarette such as Mr. Naranjo would, if there was a ton of methane gas he would never have Usually there are areas on a vessel 14 14 smelled it, right? 15 where flammable liquids are stored and so 15 designated. 16 A. Well, if there was a ton of it down 16 Q. Assuming that over a period of a there he would have been asphyxiated, but had 17 17 year or months or whatever of use of a vessel in there been enough underneth there to cause an 18 the normal course, wouldn't you expect that explosion, no, he would not have smelled it. It 19 19 flammable liquids or gases whether they be 20 is odorless. 20 methane or anything else have a potential for 21 Q. Let me rephrase the question. Mr. 21 accumulating in the bilge system of a vessel Rimmel, do you have an opinion within a 22 22 which is why you always require the bilges to be reasonable degree of scientific certainly as to 23 23 examined before welding is done or hot work is whether or not Mr. Naranjo would have smelled 24 24 done on the far side of them? 25 methane gas on the date this accident occurred Page 94 Page 96 A. Well, I don't completely agree with had the methane gas accumulated underneath the 1 your statement, but, yes, that is the reason deck plate of the lazarette? 2 that you look in the lower areas of the vessel A. Yes. 3 3 because anything heavier than air will 4 Q. And what is that opinion? A. He probably would -- he would not accumulate there or liquids are going to run 5 5 have smelled the gas because it is odorless. there. 6 6 Q. Okay. And if gases are volatile 7 Q. When you are giving your courses to gases those gases would rise off the liquid in welders, when you are talking to, you know, the people at Bradford Marine and your other good 9 the bilge, correct? 9 MR. KALLEN: Object to the form. 10 customers, your regular people and you are 10 giving safety courses, do you ever tell the THE WITNESS: Not always. 11 11 welders whenever you are in doubt about whether 12 BY MR. VALLE: 12 Q. All right. or not there is a hollow space underneath the 13 13 A. If they are heavier than air they plates that you are going to weld on, tap them 14 14 will stay there. That is why we have blowers or do anything else to determine whether or not 15 15 for gasoline boats, so they don't blow them up there is a hollow space there? 16 16 everytime that they start the engine. A. No, we don't say anything like 17 17 that. People usually know whether something is Q. And they still blow them up? 18 18 hollow or not and if they're welding on it, even 19 A. Yes. 19 the OSHA regulations talk about what to do with Q. Even after they vent the hell out 20 20 hollow structures and/or confined spaces. of the bilges they blow them up? 21 21 A. Yes, that is right. O. Surc. 22 22 23 Q. Because you can never tell? 23 A. Hollow structures would be A. That is exactly right. different than this because we are talking about 24 24

25

(Discussion off the record.)

pipes or handrails which are hollow structures,

Page 97 Page 99 thing like that. Q. Have you ever investigated an 2 Q. Well, when you don't know, when you incident where either a fire or explosion have no information to a certainty as to whether occurred as a result of the ignition of methane 3 or not there is a hollow area beneath where you 4 4 gas? are welding, I mean, isn't that the time that 5 A. No. 5 you should either ask a competent person to Q. When you spoke to the people at 6 check the area or make some sort of Bradford Marine prior to your examination of the vessel in 1997, did they tell you whether or not determination as to whether or not it is hollow the area beneath the deck plates was airtight underneath where you are welding? 9 10 A. Definitely, that is common sense and watertight before they began their 10 and we always teach people -- common sense is a operations to repair the vessel? 11 11 pretty logical way to go at figuring out whether A. I don't recall. 12 12 something is safe. Q. Would it have been significant to 13 13 Q. I think you have already said that you to learn that the area in the opinion of the 14 it would not have been reasonable simply to rely people at Bradford was both airtight and 15 15 on the word of the captain because you don't watertight below the deck plates of the 16 know what the captain knows? lazarette prior to the time that Mr. Naranjo 17 17 A. Exactly. began his welding? 18 18 Q. So Mr. Naranjo in this case because 19 19 A. Yes. he had some concern, I mean, he asked the Q. How would that have been 20 20 captain, he had some concern about what was significant to you? 21 21 underneath the deck plates, should have gone to 22 22 A. Because that would have prevented a competent person in the shipyard and asked any ventilation or dilution of whatever 23 23 them to make a determination? atmosphere was under there and no matter what 24 24 A. I don't know if he had that concern got in there it would have contained it and kept 25 Page 98 Page 100 or not. I don't know why he asked the captain. it concentrated and more dangerous. 1 Q. Well, assuming he was concerned Q. Methane gas is the kind of gas that 2 2 that there might be something in the area or 3 poses a danger to coal minors, correct? 3 something underneath the deck that might be 4 A. Yes. 4 hazardous if he welded there, shouldn't he have Q. That is why they bring canaries 5 gone to a competent person and asked for a down to coal mines because the birds are so 6 6 determination? 7 sensitive to the gas and --7 A. I wouldn't conclude that is why he A. Not anymore. They used to. They 8 8 use meters like I do now. But that is what they asked the captain the question that he did. 9 9 Q. No, I am saying assume that he did originally. 10 10 wanted to know --(Discussion off the record.) 11 11 THE WITNESS: That was before they A. I am sorry. 12 12 Q. -- What was underneath the area invented the flame safety lamp and the flame 13 13 where he was welding, and assume that is why he safety lamp had a light in it, a lit candle 14 14 asked the captain because he didn't know what or a lit flame of some sort and a screen 15 15 was under that area? 16 over it so the gas couldn't get in and 16 A. Making that assumption, yes, it 17 explode, but if that flame went out at that 17 would have been best if he asked his boss or a 18 point they knew it was dangerous. And they 18 competent person to check the area. got out of there real quick. 19 19 MR. KALLEN: And by competent BY MR. VALLE: 20 20 person we are talking about shipyard 21 Q. When you examined the area beneath 21 competent person? the lazarette in 1997, by the time that you had 22 22

23

24

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wet?

gotten there was that area dry or was it still

I don't remember.

person as defined by OSHA regulations.

THE WITNESS: Shipyard competent

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BY MR. VALLE:

Page 101 Page 103 Q. You mentioned, you used a have -ì 1 descriptive word in your report concerning the 2 2 Q. You may have meant compartment? lazarette itself and I think you called it a A. Yes, I may have meant compartment 3 3 tank. Do you recall that? 4 4 or space. A. Where? 5 5 Q. I wondered if it was a term of art O. Let me -where you call something like that a tank? 6 7 A. On page two? 7 A. No, probably as I was composing Q. Yes, I am trying to find out where this it just slipped out, you know. 8 8 you did that. Q. Okay. 9 9 10 MR. KALLEN: Oh, top of the page, 10 A. I should have said space in third line, maybe that was it. 11 11 question. BY MR. VALLE: O. Did you ever check the live bait 12 12 Q. Yes, okay, right. Then I am wells on that vessel for leakage? 13 reading from your report, "I inspected the 14 14 A. No. interior of the vessel, forward of the original 15 O. Are the live bait wells still on 15 transom." the vessel as of the time that you saw it a 16 When you said forward of the month ago? 17 17 original transom what did you mean? A. I don't recall. 18 18 A. Well, there are two transoms on Q. Do you know which crew members 19 19 this boat. This boat as I recall was built and actually drilled holes in the aluminum deck of 20 20 then an addition was put on it before it was 21 the lazarette prior to the time that Mr. Naranjo 21 ever delivered. began his welding operation? 22 22 A. I don't know who drilled the hole. Q. Okay, I had asked you about that 23 23 earlier? I know that there was one hole that I was told 24 A. Yes. was drilled because they were going to bolt 25 25 Page 102 Page 104 Q. So then we can I guess -these down and I think when they drilled the 1 A. I never saw the plans, but as I first hole and found that it was as thin as it 2 recall when I went down inside somewhere or was was, they determined it wasn't heavy enough to 3 talking and you could see the original transom hold these pumps and that is when they decided of the boat. They never took it out and put a to weld something down. 5 5 straight bulkhead there. I don't know if there was more than 6 6 7 I think they still had a curved one hole drilled or not or who drilled them. 7 transom on there and then they added this other Q. What size hole was that, do you 8 8 section on. 9 recall? 9 Q. Okay, so --A. Quater inch, three eighths, 10 10 something like that. That is all that I recall. A. If I remember correctly. 11 11 Q. Would it have been large enough for Q. So the lazarette section that you 12 12 were in was aft of the original? you to be able to snake your hose from your 13 13 A. Of the original transom of the multi gas tester into that hole to --14 14 A. Ycs. boat, yes. 15 15 Q. Then you mentioned here, and let me 16 Q. -- Had you been called to do so? 16 read the whole sentence. "I inspected the 17 A. Yes. 17 interior of the vessel forward of the original Q. To your knowledge had there ever 18 18 been any prior explosions at Bradford Marine transom and have determined that there are no 19 under similar circumstances? fuel tanks adjacent to the tank in question." 20 20 So top three lines of page --A. No. 21 21 22 A. Right, I want to see what I wrote 22 Q. Was this the first occasion, and right before that to see if I was discussing a when I say this, I mean your report which was 23 23 tank. No, it doesn't relate. That may have marked as Exhibit 17 in this case, was this 24 been a misnomer there saying tank. I may report -- strike that. Let me start over. 25

	Page 105	g s c	Page 107
ì	Was the report marked as Exhibit 17	ì	Q. Okay.
2	in this case the first opportunity that you had	2	A. So these were people who were not
3	to mention a multi gas tester to Bradford	3	on a line with welders, these were upper
4	Marine?	4	Q. Management?
5	A. No.	5	A. Yes, management of some sort, yes.
6	Q. How long had you worked for them	6	Q. So you did mention to management
7	prior to this particular explosion in 1997?	7	on
8	A. Well, ever since I became a marine	8	A. Yes.
9	chemist in 1981 or December of '80.	9	Q On a number of occasions prior
10	Q. If you had to give it to me off the	10	to this explosion that one of the pieces of
11	top of your head how many times would you have	11	equipment that they needed to have on hand was a
12	mentioned to management or to the certified	12	multi gas tester?
13	competent persons, shipyard competent persons at	13	A. Yes.
14	Bradford Marine that they should have a multi	14	Q. And they call these things
15	gas tester or some kind of sniffer on hand when	15	sniffers, is that a nickname?
16	they are doing these operations?	16	A. That is a nickname for it, yes.
17	A. I can't give you an absolute	17	Q. In your report you mention that the
18	number. I know that each of the competent	18	crew, and I will read this again, it is on page
19	persons who was trained had this mentioned a	19	three, "The crew who initially started to
20	number of times throughout the course that they	20	install the pumps stated that they had drilled a
21	can't do their job without having a way to run	21	couple of holes," not one, but "a couple of
22	the test.	22	holes in the area."
23	MR. VALLE: Excuse me a second.	23	A. Well, like I said, I don't remember
24	(Discussion off the record.)	24	how many.
25	THE WITNESS: In addition to	25	Q. Okay, so that there were at least a
	Page 106	 	Page 10
1	training, and I noticed I mentioned in here	1	couple of ports available prior to the explosion
2	four people, those four people at various	2	which you could have utilized or the shipyard
3	times throughout the years, I know that I	3	competent people could have utilized had they
4	probably at least once or twice to each of	4	had a multi gas tester
5	them would have mentioned if they were	5	A. That is correct.
6	working for Bradford at that time and I am	6	Q At the time?
7	not sure if all of them were because I don't	7	A. Yes.
8	remember who they are.	8	Q. And, sir, do you have an opinion
9		9	within a reasonable degree of scientific
10		10	
11	to have a meter in this yard to use.	11	could have been prevented had the shipyard
12	•	12	
13		13	
14	·	14	
15		115	
16		16	
17		17	
11/	A. 103, Over the course of the years.	11/	11. I VO.

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24

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Q. To people who would have been in

21 22

18 management or shipyard competent persons working 20 at Bradford?

A. The competent persons were either the welding foreman or someone of that status. It wasn't the welders themselves. It was either a welding foreman or Torch. I think his job was safety something or other.

Q. And what is that opinion?

A. I don't believe this would have 19 20 occurred had that space been tested with a gas 21 tester.

Q. And they have an affirmative obligation to conduct those tests, do they not, in situations like this pursuant to Section 1915.54 of the OSHA regulations governing the

	Page 109		Page 111
1	shipyard industry?	1	now?
1 2		2	A. I believe they do now, yes.
3	Q. Yes, 1915.54.	3	Q. Do you know whether or not it was
4		4	purchased as a result of this particular
٤	Q. 1915.54 C, before welding, cutting	5	incident?
1		6	A. I have no idea.
1 7	skegs, bilges, keels, et cetera, et cetera, a	7	Q. When you have a changing
1 8	competent person shall inspect the object and if	8	environment on board ship such as a vessel under
9	necessary test it for the presence of flammable	9	major repairs or renovations, do you have an
10		10	opinion, sir, as to whether or not it would be a
1	A. Well, that is one area that covers	11	prudent practice to use a multi gas tester on a
1:	it. Another one is 1915.14 part B, where it	12	daily basis to determine if there had been a
1	says hot work requiring testing by competent	13	change in environment in areas which are about
1.	person, that is different in there than here.	14	to undergo hot work?
1	It is probably twelve in here and	15	A. That is required.
1	it says, shall be tested, dry cargo holds,	16	Q. Okay. And that was not done in
1	7 bilges, et cetera.	17	this case, was it?
1	Q. Okay, well, then	18	A. No.
1	A. Your book is it has been	19	Q. From your testimony I have assumed
2	o renumbered.	20	certain things and I have learned not to assume
2	Q. Okay, let me make it simple then.	21	much of anything when we are dealing with
2	2 Based on OSHA the regulations that existed at	22	experts, so let me ask you very directly.
2	3 the time that this explosion occurred, if there	23	At the time that you examined the
2	4 was going to be welding on the deck of the	24	area of the explosion in 1997 did you conduct
2	5 lazarette and there was any suspicion whatsoever	25	any tests at all?
Γ	Page 110		Page 112
	Page 110 1 that there was a void space beneath it, the	1	Page 112 A. Yes, I did.
		1	
	that there was a void space beneath it, the	1	A. Yes, I did.
	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct?	1 2	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and
	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior	1 2 3	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester,
	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct? A. Yes. Q. And that is required by law?	1 2 3 4	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and determined the oxygen level was the same as normal atmosphere and didn't find any explosive
	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct? A. Yes. Q. And that is required by law? A. Yes.	1 2 3 4 5	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and determined the oxygen level was the same as normal atmosphere and didn't find any explosive or flammable gases registering on the meter.
	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct? A. Yes. Q. And that is required by law? A. Yes. Q. And they didn't do it?	1 2 3 4 5 6	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and determined the oxygen level was the same as normal atmosphere and didn't find any explosive or flammable gases registering on the meter. Q. Did you actually test the area
	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct? A. Yes. Q. And that is required by law? A. Yes. Q. And they didn't do it? A. Not to my knowledge.	1 2 3 4 5 6 7	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and determined the oxygen level was the same as normal atmosphere and didn't find any explosive or flammable gases registering on the meter. Q. Did you actually test the area below the deck of the lazarette and above the
	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct? A. Yes. Q. And that is required by law? A. Yes. Q. And they didn't do it? A. Not to my knowledge. Q. And had they done it, in all	1 2 3 4 5 6 7 8	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and determined the oxygen level was the same as normal atmosphere and didn't find any explosive or flammable gases registering on the meter. Q. Did you actually test the area below the deck of the lazarette and above the cement level in the
- 1	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct? A. Yes. Q. And that is required by law? A. Yes. Q. And they didn't do it? A. Not to my knowledge. Q. And had they done it, in all probability this explosion would have been	1 2 3 4 5 6 7 8 9	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and determined the oxygen level was the same as normal atmosphere and didn't find any explosive or flammable gases registering on the meter. Q. Did you actually test the area below the deck of the lazarette and above the cement level in the A. Yes, I did.
	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct? A. Yes. Q. And that is required by law? A. Yes. Q. And they didn't do it? A. Not to my knowledge. Q. And had they done it, in all probability this explosion would have been avoided?	1 2 3 4 5 6 7 8 9 10 11 12	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and determined the oxygen level was the same as normal atmosphere and didn't find any explosive or flammable gases registering on the meter. Q. Did you actually test the area below the deck of the lazarette and above the cement level in the A. Yes, I did. Q. How did you go about doing that?
	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct? A. Yes. Q. And that is required by law? A. Yes. Q. And they didn't do it? A. Not to my knowledge. Q. And had they done it, in all probability this explosion would have been avoided? A. Yes.	1 2 3 4 5 6 7 8 9 10	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and determined the oxygen level was the same as normal atmosphere and didn't find any explosive or flammable gases registering on the meter. Q. Did you actually test the area below the deck of the lazarette and above the cement level in the A. Yes, I did. Q. How did you go about doing that? A. Climbed down in there and stuck my
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	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct? A. Yes. Q. And that is required by law? A. Yes. Q. And they didn't do it? A. Not to my knowledge. Q. And had they done it, in all probability this explosion would have been avoided? A. Yes. Q. Okay. And they're not only supposed to make the inspection, they are supposed to log it, correct? A. Yes. Q. And maintain a log of all of the inspections performed in suspect areas using any type of sniffer device, correct? A. That is correct.	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and determined the oxygen level was the same as normal atmosphere and didn't find any explosive or flammable gases registering on the meter. Q. Did you actually test the area below the deck of the lazarette and above the cement level in the A. Yes, I did. Q. How did you go about doing that? A. Climbed down in there and stuck my hose wherever it was accessible and pumped the sample into the meter and read the meter. Q. Okay. What access points did you have to put your hose into that area? A. I don't recall specifically. I know it was pretty well open at that point, though. It was pretty well everything dislodged.
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	that there was a void space beneath it, the shipyard competent person should have tested that space for flammable fluids or vapors prior the commencement of welding operations, correct? A. Yes. Q. And that is required by law? A. Yes. Q. And they didn't do it? A. Not to my knowledge. Q. And had they done it, in all probability this explosion would have been avoided? A. Yes. Q. Okay. And they're not only supposed to make the inspection, they are supposed to log it, correct? A. Yes. Q. And maintain a log of all of the inspections performed in suspect areas using any type of sniffer device, correct? A. That is correct. Q. Do you know whether they have a log	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	A. Yes, I did. Q. What tests did you conduct? A. Well, I used my gas tester, explosion meter, sniffer as you call it, and determined the oxygen level was the same as normal atmosphere and didn't find any explosive or flammable gases registering on the meter. Q. Did you actually test the area below the deck of the lazarette and above the cement level in the A. Yes, I did. Q. How did you go about doing that? A. Climbed down in there and stuck my hose wherever it was accessible and pumped the sample into the meter and read the meter. Q. Okay. What access points did you have to put your hose into that area? A. I don't recall specifically. I know it was pretty well open at that point, though. It was pretty well everything dislodged. Q. Did you perform any measurements? Did you make any measurements of any either plate displacement or anything else that you saw

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Page 113

A. No.

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- Q. Did you take any samples off of the bottom of the aluminum deck plates in the floor of the lazarette that had been blown upward by the explosion?
 - A. No.
- Q. Did you take any type of samples anywhere on the vessel which were either designed to or resulted in the preservation of any type of residues, metal scrapings or other evidence of the condition of the bottom of those plates post explosion?
 - A. No.
- Q. Did you perform any calculations in connection with your inspection of the vessel back in 1997?
 - A. No.
- Q. As we sit here today have you absolutely ruled out now any of the causes that you mentioned as possible causes in your report resulting from your examination of the vessel on July 8th of 1997 or are they still possible causes?
- A. Any of the ones that I mentioned 24 are possible. But like I said, based on my 25

Q. I mean, to determine what the interaction between the two would look like, if there was one?

- A. No. I never have.
- 5 Q. So I think what you're telling us is that based on information that you heard from somebody who you can't recall at a meeting that you had after this explosion, your opinion now 9 is that the most likely cause of the explosion was the interaction between the cement and the 10 aluminum producing hydrogen, is that what you're 11 telling us? 12
 - A. Based on that conversation and going back and looking in the chemistry books that I have as reference manuals in my office, and like I say, talking with several chemist, not just one, to me the most obvious source of a flammable gas or vapor underneath that aluminum was probably hydrogen gas because of this type of reaction.
 - Q. How is that more probable than methane gas resulting from degraded sea life which accumulates, which would have accumulated in that area?
 - A. Because we don't know whether there

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discussions with the other marine chemists and thinking about this after this was, the report was written, my conclusion was that it most probably was a hydrogen explosion.

Q. Had you ever seen the results, the results of the interaction between cement and aluminum, the physical result of the interaction between cement and aluminum either in this particular instance or at anytime prior to this instance in your career or in your education? Do you know what I am saying?

A. You mean did I take a piece of cement or look at a piece of cement that had laid on aluminum and remove it and looked to see if it was pitted or something?

- Q. Sure? 16
- A. No. 17
- 18 Q. Have you ever?
- 19
- Q. Okay, have you ever had the occasion to look at say an aluminum railing that 21 22 was previously embedded into concrete walkways in condominiums, apartment buildings, anything
- like that? 24
- 25

A. Not in the vein of this kind of --

was sea life down there that could have degraded. We do know the aluminum and the

> cement were there. That is the difference. 3

> > O. Okay.

A. I don't know whether the gasoline got down there. I don't know whether the acetone got down there. I don't know whether 8 the sea life was there.

They were asking me what would have created something down there, maybe we wouldn't have smelled, maybe we wouldn't have detected because we didn't test. And those were the possibilities that I came up with, I came up with at the time.

Since then, like I say, the discussion with several guys who were other marine chemist who had different backgrounds than I do, more so in chemistry than chemical engineering said, well, that is a no brainer, geez, if you put cement on top of aluminum you are going to get a reaction and you are going to get hydrogen. And a hydrogen explosion is a very violent explosion.

Q. Other than the purely theoretical concept did you see any physical evidence which

Page 117 ì would suggest to you as a chemist, as a marine A. Yes. surveyor, as a one hundred ton master or as a Q. The add-on portion, if that deck of 2 2 safety expert any evidence, any physical 3 the lazarette should have been ventilated, do evidence that there was a reaction between the you have an opinion as to whether or not the 4 cement and the aluminum which did produce ventilation port should have been part of the hydrogen gas in this particular case? design package for the extension of the vessel? 6 7 A. No. 7 A. Not really. Q. Did you ever determine whether Q. Okay. 8 8 anybody including Mr. Naranjo had been smoking A. I mean, if a person -- I am not in the hold of that vessel on that day, in the quite sure what you're getting at or why you are 10 asking. I mean, -lazarette of that vessel? 11 11 A. I don't think I asked that 12 12 Q. I am asking --13 question. 13 A. The naval architects designed the vessel or this design, designed the extension. 14 Q. Did you ever determine what the 14 setting was on the welding device used by Mr. I don't know whether he was party to putting the 15 15 Naranjo when he, when the explosion occurred? 16 16 cement down there or not. 17 A. No. 17 At some point I understand that the Q. Did you know whether or not Mr. cement was put down there because the vessel 18 18 floated bow down and it was put on there to get Naranjo had used any type of air extraction 19 19 device in the lazarette prior to the time that the thing on trim, but whether he was party of 20 20 21 he commenced welding operations? 21 that or whether that was the builder's decision A. I don't know specifically, but I versus the architect's decision. I don't know. 22 22 don't believe that any was mentioned. I don't 23 Q. When did you learn of that? 23 recall asking whether there was ventilation down A. In talking to the people who had 24 24 there or not, to be honest with you. 25 the vessel just recently because the cement is 25 Page 118 Page 120 Q. Now, the lazarette certainly wasn't on the plans. 1 1 one of the areas that you certified as being gas 2 Q. Cement is on the plans for the free; is that correct? entire ship, not just the extension? 3 A. No, that is correct. A. I don't know that. All I know is I 4 4 O. I want to make that clear for the saw the plans that showed cement in the 5 5 record? lazarette and I was told they put it there to 6 6 7 A. Yes. 7 get the vessel stern down and bow up. That is Q. You mentioned earlier that there all I was told. 8 had been some discussion about ventilation of 9 Q. Assuming that that was part of the 10 the area beneath the deck of the lazarette. input from the naval architect, would you defer 10 Have you ever designed an area 11 to a naval architect as to whether or not that 11 area should have been vented? And I am talking similar to that? 12 12 13 A. No. 13 about the area beneath the lazarette? Q. If an area on board a vessel in MR. FAMULARI: Object to the form. 14 14 your opinion should have a ventilation port, THE WITNESS: Let's just say I am 15 15 would that be a feature that would be a design surprised that naval architects would put 16 16 cement against aluminum. And not 17 feature in the vessel? 17 MR. FAMULARI: Object to the form. necessarily because of the explosion hazard, 18 18 THE WITNESS: I don't follow what 19 but just because of the corrosion 19 20 you mean by that or what you're saying. 20 potential. Cement normally is put into a 21 BY MR. VALLE: 21 vessel to stop a leak on a temporary basis Q. In other words, let's assume that a 22 22 23 marine or that a naval architect had designed until they can put a, make a permanent 23

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this portion of the vessel and I mean the

portion aft of the original transom?

repair and get rid of a thin plate. It's

not normally put into the bottom of a vessel

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		Page 121		Page 123
1	l	to cover a whole area like this was done	1	Q. Okay. How many chemistry courses
2	2	other than for a specific purpose and the	2	did you take?
1:	3	conclusion that was told to me was it was	3	A. A number of them. I had organic
•	4	put there because the vessel was bow down.	4	and inorganic chemistry and some others.
- } :	5	I don't know whether that is true	5	Q. Did you have qual and quant?
	6	or not, but it surprised me that one would	6	A. Yes.
1	7	just fill this whole lazarette with cement.	7	MR. KALLEN: What?
	8 1	BY MR. VALLE:	8	THE WITNESS: Qualitative anylysis,
1	9	Q. Have you ever	9	quantitative anylysis. Yes, like I said, my
1	0	A. And put it against the aluminum.	10	concentration was more on the processes
1	l	Q. Have you ever examined or surveyed	11	which is what a chemical engineer deals with
1	2	any other vessels built by Palmer Johnson?	12	more than the reactions themselves. So I am
1	3	A. I don't recall.	13	stronger in that area.
1	4	Q. Okay. Do you do much work with	14	BY MR. VALLE:
1	5	sailboats?	15	Q. Did you prepare any type of report
1	6	A. Yes.	16	for Mr. Famulari or for anyone else in this
1	7	Q. Is cement customarily used in	17	particular case?
1	8	sailboats as ballast for the keel?	18	A. No.
1	9	A. I have heard of it being used in	19	Q. Since the report that you prepared
2	20	steel boats, not in aluminum boats.	20	in '97?
- 12	21	Also in fiberglass boats. A mix of	21	A. No.
;	22	cement with	22	Q. Have you met with Mr. Famulari or
	23	(Discussion off the record.)	23	spoken with either Mr. Famulari or anyone
- [:	24	MR. KALLEN: Did you finish your	24	representing the Plaintiff in this case prior to
	25	answer? Go ahead and finish your answer.	25	the deposition today?
		Page 122		Page 124
-	l	(Discussion off the record.)	l	A. Only to set it up. 1 don't believe
- 1	2	(Thereupon, the above-mentioned	2	in any detail or with any opinions or anything
	3	testimony was read by the reporter as above	3	specific.
- }	4	recorded.)	4	Q. I mean, you did mention to
	5	THE WITNESS: With steel pellets	5	somebody, didn't you, that you have got new
1	6	or chunks of steel as a poor man's ballast	6	information that gave rise to this theory about
	7	instead of using lead.	7	aluminum and concrete resulting in hydrogen or
	8	That is where I see most of cement	8	is this the first time that you have mentioned
	9	ballast in sailboats.	9	it to anybody, today?
	10	BY MR. VALLE:	10	A. Oh, I have mentioned it to lots of
	11	Q. Do you know of any chemical	11	people. I use it in my course since then.
	12	reaction between concrete and other metals that	12	Q. Okay. Have you mentioned it to
	13	aren't galvanized?	13	anybody on behalf of the Plaintiff before
	14	A. I haven't really researched it, but	14	testifying here today?
	15	none that come to mind. Like I said, I am a	15	A. To be honest with you, I don't
	16	chemical engineer, not a chemist. My background	16	recall.
	17	is a little bit different than the chemists that	17	Q. Did you have a conference with any
	18	brought this to my attention.	18	of the Plaintiff's counsel before today in which
	19	I had a lot of chemistry, but my	19	you received a conference fee or anything like
	20	concentration was more on processes than the	20	
1	21	reactions.	21	A. No.
,	22	Q. When you were, I take it that when	22	Q. How many times say in the last
	23	you were in college you majored in chemistry?	23	three years or so have you been called upon to
	24	A. Chemical engineering, big	24	give testimony in either deposition or trial?
	100	difference.	25	A. The last three years I don't think
	25	annerona.	123	· · · · · · · · · · · · · · · · · · ·

Entered on FLSD Docket 08/08/2001 JAN 953711, 2001 Page 125 Page 127 at all. Things have gotten safer down here. say qualified person or whatever. Ten, fifteen, twenty years ago I was a little 2 And there is no one with the 3 busier. 3 professionism as a marine chemist and no one Q. Have you testified in any courts in really looking to hire or employ someone other 4 Florida in which you were recognized as an 5 than in their own in-house experts and those are expert in any field? industral hygienist for the most part. 6 6 A. Yes. 7 7 So when these situations arise on Q. Okay, which courts and which fields shore we are recognized as the experts on shore 8 8 as well from the fact that a tank is a tank is a 9 of experties? 9 A. It was up in Broward County and I tank, clean is clean and so on. And 10 10 testified as an expert relative to the OSHA therefore --11 11 12 regulations, to some extent transportation 12 Q. Okay. regulations relative to where a gas tank that A. And therefore we are called upon to 13 13 had been removed from a gas station had been inspect shoreside tanks the same way as we 14 14 inspect vessels alfoat. pulled out of the ground and moved and then 15 15 eventually blew up and injured a man, what the Q. Would it be fair to say in the only 16 regulations were relating to that, shoreside case that you have ever testified in, you were 17 17 qualified as an expert in the field of safety as similar to marine as far as the OSHA regulations 18 18 applied to the examination of hollow or void go as to precautions before you put a torch to 19 19 20 it. 20 areas which were going to be subject to hot That is the only court case that I work? 21 21 have actually testified in court in. A. That would be reasonable, yes. 22 22 Q. Okay. And you have never been 23 O. And when was that? 23 recognized as an expert in the field of 24 A. Had to be fifteen years ago. 24 Q. Okay, did you testify as an expert causation of explosions or causation of fires? 25 25 Page 126 Page 128 in -- couldn't be marine chemistry because you A. No, no. Causation of fires, yes. 1 1 Causation of explosions, no. were shoreside. 2 2 Q. I mean, in court, recognized as an 3 What was your -- In other words, --3 expert in court in causation of fires, have you A. Let me say this. 4 4 Q. I have got to rephrase the ever been qualified as an expert in that area? 5 5 question. A. Only to the extent that this man 6 6 was burned and they wanted -- you know, I got A. Okay. 7 7 involved in the fact that this thing burned him. Q. Can you tell me, if you can recall, 8 and maybe you can't recall, but tell me if you Q. And that was that one case that you 9 can recall what field of science that you were were talking about? 10 10 recognized by the court as an expert in in that A. Yes. I have been involved in a lot 11 11 12 particular case that you testified in fifteen 12 of cases where they never got to court. O. Sure. vears ago? 13 13 A. Relative to the OSHA regulations, 14 A. So --14 relative to tank cleaning, whether things should 15 Q. How many times have you given your 15 deposition in the last three years? have been tested, things like that. 16 16 A. I think this is the only time in

There is no shoreside equivalent of 17 a marine chemist because OSHA 1915 is specific to the marine industry and specifically specifies a marine chemist as required for some 20

types of certifications prior to welding and entry, confined space entry and so on. 22

The shoreside industry which is **l**23 1910, doesn't have a specific expert so 24

designated. They just say experts. They just

expert?

the last three years.

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24 Q. And who did you have the agreement with? 25

Q. Okay. Are you appearing here today

pursuant to an agreement with anybody as far as

what your fee would be for testifying here as an

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	Page 129		Page 131
1	A. Well, the check says Blanck &	1	repair, shipbreak, ship construction facility?
2	Perry.	2	A. None other than the company that I
3	Q. Okay, blank like in a blank space	3	had in California where we were building
4	OI	4	fiberglass boats.
5	A. B-L-A-N-C-K.	5	Q. Okay, you mentioned the California
6	MR. KALLEN: What is the amount of	6	company?
7	the check'?	7	A. Yes.
8	THE WITNESS: Five hundred dollars.	8	Q. And how many years did you do that?
9	MR. KALLEN: Is that a retainer?	9	A. A couple of years. We got stopped
10	THE WITNESS: No.	10	by the gasoline crisis.
11	MR. KALLEN: What is that?	11	Q. Did I understand you correctly that
12	THE WITNESS: That is a half day	12	in order to be certified as marine chemist part
13	fee for me.	13	of your qualifications require some experience
14	MR. KALLEN: Half day fce?	14	as a welder?
15	THE WITNESS: Yes.	15	A. No.
16	MR, KALLEN: Okay,	16	Q. Where did I hear
17	BY MR. VALLE:	17	A Experience in the shipyard
18	Q. Thank you very much. Oh, one more	18	industry, shippard practices, configuration of
19	second, please.	19	ships, how they are structured.
20	MR. KALLEN: I have some follow-up,	20	Q. Have you ever worked as a welder?
21	Larry.	21	A. No. I never finished all of that,
22	MR. VALLE: I don't have anything	22	but there is a lot more to becoming a marine
23	further.	23	chemist than what I discussed, but it is like
24	MR. FAMULARI: No questions.	24	getting a Ph.D., you write a thesis and you have
25	RECROSS-EXAMINATION	25	oral exams and written exams and all kinds of
1	Page 130		Page 132
1	BY MR. KALLEN:	1	stuff. It's extensive.
1 2	BY MR. KALLEN: Q. Before you go, I have a few	1	stuff. It's extensive. Q. This is the first explosion case
1	BY MR. KALLEN: Q. Before you go, I have a few follow-ups and I will try to make it quick?	1	stuff. It's extensive. Q. This is the first explosion case that you you have investigated, is that my
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2 3 4 5 6	BY MR. KALLEN: Q. Before you go, I have a few follow-ups and I will try to make it quick? A. Okay. Q. Let me ask you a few questions about your qualifications.	1 2 3 4 5 6	stuff. It's extensive. Q. This is the first explosion case that you you have investigated, is that my understanding? Is that what you said before? A. Yes. Q. Have you since investigated any
2 3 4 5	BY MR. KALLEN: Q. Before you go, I have a few follow-ups and I will try to make it quick? A. Okay. Q. Let me ask you a few questions about your qualifications. You referred to earlier, you said	1 2 3 4 5 6 7	stuff. It's extensive. Q. This is the first explosion case that you you have investigated, is that my understanding? Is that what you said before? A. Yes. Q. Have you since investigated any other explosion cases?
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2 3 4 5 6 7 8 9	BY MR. KALLEN: Q. Before you go, I have a few follow-ups and I will try to make it quick? A. Okay. Q. Let me ask you a few questions about your qualifications. You referred to earlier, you said at one point in time you ran Broward Marine. What do you mean by that?	1 2 3 4 5 6 7 8 9	stuff. It's extensive. Q. This is the first explosion case that you you have investigated, is that my understanding? Is that what you said before? A. Yes. Q. Have you since investigated any other explosion cases? A. No. Q. Have you other than referring
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2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 21 21 21	Defore you go, I have a few follow-ups and I will try to make it quick? A. Okay. Q. Let me ask you a few questions about your qualifications. You referred to earlier, you said at one point in time you ran Broward Marine. What do you mean by that? A. I was in charge of their new boat construction. My boss was Kit Dennison who was the son of the owner, and I ran the entire new boat construction area and that was in 19 oh, boy, in the late seventies. '77 I think, somewhere in there, '78. Q. For about how many years? A. For a year. Q. Okay, and did the new boat construction involve aluminum boats? A. Aluminum boats. Q. Of what size approximately? A. Oh, 80, 90 feet, somewhere in that ballpark.	1 2 3 4 4 5 6 7 7 8 8 9 100 111 122 133 144 155 166 177 188 199 200 211 222 23	Q. This is the first explosion case that you you have investigated, is that my understanding? Is that what you said before? A. Yes. Q. Have you since investigated any other explosion cases? A. No. Q. Have you — other than referring back to whatever chemistry manuals you may have in your office after you having heard this aluminum concrete theory at this seminar mentioned, have you done any other independent research or investigation to educate yourself, if you will, concerning the production of hydrogen gas as a result of the interaction between aluminum and concrete? A. Nothing more than looking in a chemistry textbook and seeing the reaction written there and saying, yes, it happens. Q. Okay, now, from hearing your testimony I take it that as of 1997 even though you had been in the marine industry for quite a
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Page 133 Q. Had been a marine chemist for a 1 number of years, had your master's license to operate vessels, had other shipyard experience, 3 this particular theory as far as the production of hydrogen gas as a result of the interaction 5 between aluminum and concrete was not known to 6 you, would that be fair to say? 7 A. Probably true, yeah. 8 Q. So in the truest sense of the word 9 if I refer to common knowledge and by common 10 knowledge I will talk about non, I am referring l l to non-experts, non-experts knowledge, common 12 knowledge that the everyday person or even a 13 captain may know, would it be fair to say that 14 it would not be common knowledge at least as of 15 16 1997 for someone such as a captain to know that there could possibly be the production of 17 hydrogen gas as a result of the interaction 18 between aluminum and concrete? 19 MR. VALLE: Objection to the form. 20 BY MR. KALLEN: 21 22 Q. Fair to say? A. I would say that is true.

Page 135 it specifies under the welding hot work portion of this, it says that marine chemists, NFPA marine chemists and 306 are to be used in certain areas when it talks about welding. 5 Q. Did you measure the aluminum subfloor or deck in the lazarette back in 1997? 7 A. Measure it how? Q. Well, measure its thickness or 8 thinness? 9 10 A. No. Q. Sitting here today can you tell us 11 whether it was a half inch, quarter inch, three 12 13 sixteenths? A. I couldn't tell you offhand. It 14 wasn't real thick, but it wasn't half inch. 15 16 Q. Okay. Did you observe there being any portion of the lazarette having been 17 recently painted or is that something that you 19

didn't look for? Again going back to 1997? A. I am trying to recall. I don't recall whether it was painted or not or had it been recently painted. O. Do you know whether or not below the lazarette deck or subfloor there had been

any painting application to the concrete or

Page 134

aluminum on the concrete?

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A. There wasn't any paint on top of the concrete when I saw it. And based on what we discussed earlier I don't think that there was any access to do so after it was closed up.

Q. I don't know if -- Let me ask you 6 7 this.

Do you know for a fact whether the 8 deck in the lazarette or subfloor as it has been 9 referred to was in fact airtight and 10

watertight? 11 12 MR. VALLE: Prior to this

explosion? 13

14 BY MR. KALLEN:

Q. Yes, prior to the explosion?

A. Well, I don't know as a fact.

Q. Okay. 17

A. No. 18

Q. You are prepared to surmise, I take 19

20 it?

A. As I recall, the floor that was on 21 top of the structurals, in other words, the 22 floor of the lazarette which was two inches 23

above the concrete, was tight enough around the 24

perimeter and where any plates were put together 25

work and by bible I mean, you know, a book that you can go to and say this is authority?

you as a marine chemist refer to as part of your

For example, for us lawyers we refer to Valle on taking depositions. We consider that the bible.

Q. Is there a bible or treatise that

A. Well, I have a set of regulations that I am required to go by.

Q. Other than OSHA?

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A. No, no, I have NFPA 306.

Q. And what does 306 refer to?

A. That is -- I didn't bring a copy

with me. I am trying to remember the title. 12

O. Does it deal with welding?

A. It deals with everything I am 14 required to do. It deals with hot work. 15

Q. Okay.

A. They don't call it welding, it is 17 called hot work because hot work can be any 18 spark producing operation including using a 19 drill, including sandblasting. 20

Q. Okay.

A. Chipping.

23 Q. And that is NFPA --

A. 306, yes. And those regulations 24

are referred to in here by reference and it's,

Page 136

Page 137 Page 139 that there wouldn't have been much air And I don't know if what I said is l 2 movement. accurate. 2 3 Now, it wasn't airtight that it 3 A. I hear what you're saying. I am wouldn't have -- had you put pressure on it not sure where you are going. Maybe I can help 4 4 would have held pressure. It wasn't airtight you if you keep talking. 5 5 that way or watertight that way, so liquids O. Is there such a term as LEL or --6 could have gone underneath it as I recall, but I 7 A. Yes. 7 can't tell you for sure one way or the other. Q. And does that refer to at what That was just the impression that I got at the point or what level a vapor is actually 9 time that we discussed what was the condition of ignitable? 10 10 11 this before the explosion and I don't recall A. It refers to at what level an 11 specifically other than that. atmosphere will be explosive. The lower 12 Q. Wasn't there not a bilge pump in explosive limit is the limit at which an air or 13 the lazarette that was installed? let's say oxygen, air, whatever mixture and 14 A. I believe there was a sump and I whatever flammable liquids that may evaporate 15 15 don't recall whether it was -- I don't recall into it or if it were hydrogen, hydrogen mixed 16 16 whether it was -- I don't recall whether there 17 with it, whatever, one hundred percent LEL would 17 be the point at which if you had a spark it was cement where the sump was or not because it 18 would explode. wouldn't have made sense to have the sump on top 19 19 20 of the cement. 20 Q. Okay. It would have made sense to have an 21 A. And ten percent would be, mean 21 there would be ten percent of the amount of area where there was no cement where all of the whatever the contaminant was with normal air to water would drain to a lower area where the pump 23 would be, but I don't recall. 24 24 cause it to explode. Q. Well, I guess my question is were Q. There needs to be a certain 25 25 Page 138 Page 140 there not some items of equipment or machinery, percentage of mixture between the ignitable as few as they may have been, that were vapor, if you will, and the oxygen in order for installed through the deck of the lazarette such that mixture to become ignitable? as the sump pump? A. Right, if you don't have enough 4 4 MR. FAMULARI: Are you talking into oxygen there it won't explode because then it is 5 considered inert and you go below a certain 6 the sub area? 6 level of oxygen and nothing will explode. 7 THE WITNESS: Into the area where 7 Q. Or if you exceed a certain level of the cement was? 8 8 oxygen that vapor won't explode either, if it 9 BY MR. KALLEN: Q. Well, I don't know if its actually becomes too rich, the mixture? 10 10 A. If the mixture becomes richer, not into the cement. 11 11 12 A. Not, what I mean, into the area 12 if the oxygen becomes richer. below that subfloor as we are calling it. Q. If the mixture becomes too rich or 13 13 not rich enough to begin with, it wouldn't Q. Yes, sure? 14 14 15 A. I don't recall anything installed 15 ignite; fair to say? through there. 16 A. I am sorry, I got distracted. Say 16 Q. I am not sure if I am using the that again. 117 17 right term, but vaporization or how quickly a Q. If the mixture is either not rich 18 18 vapor will dissipate once it's subject to enough or too rich, it won't ignite? 19 19 oxygen, and let me use an example. A. It won't ignite. 20 20 21 1 am familiar with if there is Q. So there is an explosive or 21 ignitable range -escaping fuel the vapor will quickly expand into 22 the surrounding oxygen, but at some point in A. Yes, that is correct. 23 24 time dissipates so it is no longer present. Do 24 Q. -- For this mixture? you follow me on that? A. That is correct. 25

W.	CANJO vs. STEPHEN B. SMITH Conde	nsc	JAN. 15TH, 2001
	Page 141		Page 143
1	MR. VALLE: When you say range you	1	If you have got enough oxygen there
2	mean temperature range?	2	for some of the hydrogen to combine two to one
3	THE WITNESS: No, concentration	3	with oxygen you then create H2O which is water,
4	range.	4	and at some point you are going to run out of
5	MR. VALLE: Air gas mixture?	5	either hydrogen or oxygen and that reaction
6	THE WITNESS: Yes, concentration	6	stops.
7	range.	7	So as long as you have got some
8	BY MR. KALLEN:	8	amount of both and a spark or an ignition source
9	Q. Do you know what the ignitable	9	it's going to proceed. It's not exactly the
10	range is for hydrogen?	10	same as having an explosive limit for a
11	A. I could look it up, but off the top	11	flammable vapor which oxidizes in the presence
12	of my head I don't know.	12	of oxygen, because you are talking about a
13	Q. Do you know what the ignitable	13	chemical reaction versus a burning or
14	range is for methane?	14	combustion.
15	A. Same answer. An explosimeter is	15	And it would be slightly different.
16	designed, or gas tester, is designed to work	16	But there is an LEL reading that can be obtained
17	with all of these various combinations and it's	17	and below which you can have a small enough
18	not specific	18	concentration where you wouldn't start this
19	Q. Okay.	19	reaction with hydrogen.
20	A To so we don't, a marine	20	Q. Okay.
21	chemist doesn't need to know, well, the	21	A. But once you get to a certain point
22	flammable range is between here and here or	22	from there there is no upper explosive limit,
23	there and there.	23	let's put it that way, like you would have where
24	All we need to know is okay, it is	24	it would be too rich in my opinion, without
25	going to react and if we get a reading we know	25	researching this. I am just talking off the top
	Page 14	2	Page 144
1	that there is something there.	1	of my head, versus where you can get too rich
2	Q. You need to know if it is there?	2	like in your carburetor and you flood it and it
3	A. Exactly.	3	doesn't start.
4	Q. Okay.	4	Q. I guess my next question is, if you
5	A. I don't need to to know whether it	- 1	know, do you know what the LEL is for hydrogen
6	is this amount versus this amount.	6	and oxygen mixture?
7	Q. I understand.	7	,
8	A. All I care is if it is there, I want it out of there.	8	1
9		9	
10	Q. Okay. MR. VALLE: Excuse me, so I am	10	
111	clear Are you using or would you use the	11	
12	term ignitable range and ignition point or		
	flash point interchangeably?	13	
14	THE WITNESS: No.	14	
15	MR. VALLE: Okay, I will get to it.	115	
16	· ·	16	•
17	BY MR. KALLEN:	117	8 /3
18	Q. Would there be some point in time at which the mixture between say hydrogen and	18	L.
19	available oxygen in a space would become too	19	
20 21	rich for it to ignite, if you know?	20	
22		21	
23	because when you have a hydrogen explosion you	23	
24		24	
25	, ,	2:	
23	onjbon.	۷.	, A, 100.

INA	RANJO vs. STEPHEN B. SMITH Cond	ensei	JAN. 15TH, 2001
	Page 14:	5	Page 147
1	Q. And there are multi copies to it	1	world that does one hundred percent of what
2	which you give to the yard?	2	they're supposed to be doing and, you know
3	A. Yes.	3	MR. VALLE: Shocked, shocked.
4	Q. And it's not your job to post these	4	THE WITNESS: Amazing, isn't it?
5	certificates?	5	But my problem is that, you know, I tell
6	A. No.	6	people, here is what you are supposed to be
7	Q. But I am sure that you have been on	7	doing and I am happy sometimes if fifty
8	board vessels where you have seen perhaps your	8	percent or sixty percent or eighty percent
9	own certificate posted?	9	of it gets done and in some yards they do
10	A. Certainly.	10	their best and they still don't do one
11	Q. And is there a common area or a	11	hundred percent. In another yard they don't
12	generally accepted area where that certificate	12	care and they don't do ten or fifteen
13	is posted?	13	percent of it.
14	A. It is specified where it's supposed	14	I wouldn't characterize Bradford as
15	to be posted. It is either supposed to be	15	being one of those yards that didn't care.
16	posted at the gangway or in the area accessible	16	I don't want you to I don't want to lay
17	to the welder where he can read it when he does	17	that impression, but they like most of the
18	the work.	18	other yards down here didn't do one hundred
19	So sometimes if, if there are	19	percent of what they were supposed to be
20	fifteen areas specified on a certificate, it's	20	doing.
21	easier to post it at the gangway where anybody	21	BY MR. KALLEN:
22	going on board can read all of the fifteen	22	Q. Let me ask you this then. On the
23	areas. It's easier to do that than put fifteen	23	certificate itself that you fill out you
24		24	identify the area that you have inspected to be
25	am talking on a larger vessel now.	_ 25	gas free?
	Page 14	16	Page 148
1	Q. Okay.	1	A. Correct.
2	A. So, you know, it depends on what is	2	Q. You identify the date it was done?
3	most practical in the yard and the size of the	3	A. Yes, and the time.
4	vessel.	4	Q. And the time?
5		5	A. Yes,
6		6	Q. And I take it that these
7	. , ,	7	certificates are prepared and filled out in a
8	•	8	way that workers themselves understand them?
9		9	A. Yes.
10		10	, , , , , , , , , , , , , , , , , , , ,
11	2	11	not understand what they're saying?
12		12	
13		13	1
14		14	, , , , , , , , , , , , , , , , , , , ,
15		15	y y • · · ·
16		16	1
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18	.	18	, , , , , , , , , , , , , , , , , , , ,
19	•	19	23
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2:	•	22	
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2	5 ever been in anywhere in this country or in the	25	knows some shipboard terminology?

Page 149 Page 151 A. Well, the terms that would be on 1 Q. Okay. l there would be such and such fuel tank, such and 2 2 A. -- Or less where it won't explode, such engine room and it would safe for workers, it could still be flammable. safe for hot work or not safe for workers, not Q. Okay, and do you know --4 safe for hot work. A. The problem being if you are at one 5 5 O. Okay. hundred percent LEL no one could stand to breath 6 6 A. That is the terminology. Pretty it and they're going to do something about it. 7 simple terminology. 8 Q. But if it begins to mix with oxygen 8 Q. So if a worker looks at the in the open air --9 9 certificate that you posted back in May of 1997, A. It eventually blows away, yes. 10 10 he would see, oh, this is for the fuel tanks or Q. But do you know how long it would 11 11 for the engine room, whatever the case may be? take for that to happen? 12 12 A. No, you can't describe that because 13 A. Exactly. 13 14 Q. It doesn't say lazarette, it 14 it depends on the dilution factor, how much wind doesn't say aft cockpit -you got, how much air you got, you know. 15 15 A. No, no. Q. How big the space is? 16 16 Q. -- Or what have you? 17 17 A. Yes, there are people who run whole A. No, it wouldn't have listed those 18 courses just in ventilation, people who run 18 areas if I was talking about the engine room whole courses in how to ventilate places and 19 19 fuel tanks or some other areas of the vessel. stuff for this very purpose, because we run into 20 20 toxics on tankers and whatever, you know, things O. Okav. 21 21 A. I don't give blanket certificates. 22 that you have to deal with. 22 As much as people would love me to, I wouldn't, Q. I have nothing else. Thank you. 123 23 I don't. **RECROSS-EXAMINATION** 24 24 Q. I was referring to this before and 25 BY MR. VALLE: 25 Page 150 Page 152 I got off based on this. 1 Q. One or two more. What is your 1 Say, for example, acetone, if it distinction between an ignition point or flash 2 spills does it then vaporize? In other words, point and the one hundred percent LEL? 3 3 it will give off vapors? A. Well, one hundred percent LEL --4 5 A. Yes, it evaporates. This is where 5 Boy, I am trying to think how to do it without we are coming to -- someone mentioned flash getting in a whole course on this stuff. 6 6 point a minute ago. Q. Let me see if I can rephrase it. 7 7 8 Q. Okay. 8 When you get an air gas mixture it indicates one hundred percent LEL? A. Yeah. 9 9 Q. At some point in time after it has 10 A. You have a spark and that is going 10 spilled and has given off a vapor, at some point 11 to explode. 11 in time after that I would assume it no longer Q. Okay, that is the flash point, that 12 is ignitable, whatever that point in time may is the explosion point? 13 13 14 be? 14 A. Yes, right. A. I can't answer that. Restate the Q. Anything less than that the air gas 15 15 mixture isn't sufficient for an explosion to question. 16 16 occur, correct? 17 Q. Well, if acetone spills let's say 17 on a wood deck, will it leave a stain? A. That is correct. 18 18 A. Probably not. Q. Just generally in most cases? 19 19 20 Q. Okay. If it is cleaned up will it A Yes. 20 eliminate the possibility of it being ignited? Q. I know there are probably 21 21 A. No, because if you mop up the exceptions to every rule. 22 22 23 liquid the portion that has evaporated, unless A. Well, yes, we are generalizing and 23 I agree with that. it has been diluted by oxygen to the extent that 24 it is below the LEL --Q. Okay. Assuming that volatile 25

Page 153 Page 155 liquids, gasoline, acetone, paint thinner, to the extent where you are going create an paint, other things had spilled in the area of explosive mixture. the lazarette or on the wood decks above the Q. Okay. 3 lazarette and had somehow or other found their A. You heat up diesel to 150 or 160 4 Fahrenheit, it will be as dangerous as gasoline way, as liquids do on a vessel, underneath the 5 5 deck of the lazarette, and become entrapped in at room temperature. 6 that space beneath the deck of the lazarette, Q. The point of the question, I think, 7 7 is do you know or do you have any opinion as to then although the liquids may have evaporated, 8 the flash point temperature that would have the vapors would have been trapped under the deck of the lazarette, would they not? been, that would have had to have existed in 10 10 MR. KALLEN: Object to the form. that hollow space beneath the lazarette for this 11 11 THE WITNESS: Very possibly, yes. explosion to have occurred in 1997? 12 12 A. That is an incorrect use of the 13 BY MR. VALLE: 13 O. So that the fact that it might have 14 terms. 14 happened days or weeks before wouldn't really 15 15 Q. Okay. have indicated that the vapors would necessarily A. The flash point applies to a 16 16 have dissipated if they were trapped in that specific liquid. So acctone has one flash 17 17 point, gasoline has a different flash point, 18 area? A. That is correct, that is like I was different temperature and so on. 19 19 talking before about the gasoline in the bilge 20 Q. Exactly my point. Do you know as 20 of a boat. we sit here today? 21 21 A. Acetone and gasoline both have Q. That is why you got to test those 22 22 23 areas -flash points that would be below room 23 temperature, so they would have the tendency to A. Yes. 24 24 create an explosion, explosive atmosphere at Q. -- Before you do any hot work 25 25 Page 154 Page 156 there? 1 1 room temperature. A. Exactly, yes. Let me go back to Q. Methane would too, wouldn't it? 2 2 what you're talking about about flash point just A. Methane is a gas, it doesn't have a 3 3 to be more definitive. flash point. But methane would just accumulate 4 4 Flash point is a temperature, because it is a gas. 5 5 okay. The flash point of gasoline, for Q. Well, call it an ignition point? 6 6 instance, is, I don't know, minus twelve or plus A. Right, right. 7 twelve Fahrenheit or something like that. And Q. In other words, isn't there a 8 that is below room temperature. So you know temperature at which --9 that it will have a big tendency to evaporate at A. Well, methane maybe -- No, methane 10 10 room temperature which is say eighty degrees does have a flash point because you can liquify 11 11 Fahrenheit. methane, but, I mean, it is so low that it is 12 12 always commonly found as a gas anytime that, you 13 You take diesel, for instance, 13 which the flash point is 150 degrees Fahrenheit know, that you seen it around. 14 14 and it doesn't have the tendency to evaporate to Q. How hot, and maybe I will just put 15 15 it in lay terms, how hot would that area have to one hundred percent LEL at room temperature 16 16 be inside or do have an opinion as to how hot 17 because it doesn't want to evaporate until you 17 get up towards 150. the area would have gotten or had to have gotten 18 18 inside that space beneath the lazarette for this 19 So that is the relationship between 19 explosion to have occurred, or would that depend 20 flash point, which is a temperature that 20 describes, that is a way to describe whether 21 on the substance? 21 22 something has a tendency to evaporate and then A. It has nothing no with the 22

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24

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that exploded.

23 based on that tendency how much is going to

24 accumulate or how much is going to, going to

25 want to accumulate or evaporate, I should say,

temperature. It has to to with whatever it was

What you need to have is you need

to have a flammable mixture of oxygen plus something that will react with the oxygen. And then you have to have a source that will ignite it which would be the welding torch, the spark.

Q. That is what I mean.

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A. But as far as -- I mean, okay, now your'e getting into something that is completely different and that is the auto ignition temperature.

In other words, if you have it without putting a spark there you can make something burn all by itself without putting a spark to it. In other words, you heat up diesel at four hundred Fahrenheit you don't have to put a spark on it, it will just spontaneously -just like if you put a piece of paper in your oven at home and you get the oven hot enough, it will start to burn without even putting a match in there.

Q. But --

A. It will burn. That is all the auto ignition temperature is.

O. Doesn't each substance and each gas have a temperature requirement which you need to meet before there is an ignition?

A. It takes a certain amount of energy 1

to make something explode and if you heat it up

Page 159

Page 160

to four hundred Fahrenheit something

spontaneously combusts. I don't know what it

takes to make hydrogen and oxygen react to

combine or make water. I don't know what that 7 takes, I would have to look it up.

It takes a certain amount of 8

energy. Now, would a spark do it, yes. Would 9

10 heating the aluminum up to fourteen hundred Fahrenheit, which is the melting point of 11

aluminum, I don't know, in absence of the 12

13 spark.

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In other words, if he was only on 14 top of the deck and this was underneath the deck 15 and all you were doing was heating the aluminum 16 up, I don't know whether that would create that 17 or not. I can't tell you without doing some 18 research. 19

Q. Do you recall from any observation that you made on the day that you examined this vessel on July the 8th of 1997, as to whether or not the deck plate in the area where Mr. Naranjo was welding was penetrated by the weld?

A. That I don't know.

Page 158

A. That is the ignition temperature.

O. Okay.

A. And that is up three, four, five, six hundred Fahrenheit which is hotter than anything we normally encounter, but much cooler than what a spark would be.

Q. Do you have an opinion as to whether or not the welding on this particular day when the explosion occurred penetrated the deck plate of the lazarette?

A. I don't know if he got that far.

Q. That is exactly the question. That is what I wanted to know.

A. No.

O. Do you know whether he got that 15 far? 16

A. I have no idea. I don't know.

Q. And in all of the substances that we have been discussing would he have necessarily have to have gotten that far for the explosion to have occured or is that just

A. That is conjecture depending on 23 what it was. 24

conjecture depending on your --

Q. Okay.

Q. Okay. If the deck plate was penetrated by the weld prior to the explosion 2

would you expect that that hole would still be there today, if the deck plate were preserved?

A. You normally don't penetrate a plate when you are welding. You don't burn a plate through the hole when you are welding.

The whole idea is when you are welding is to fill something up with the welding wire where you got two gaps to put two pieces of plate together. Q. The question is, if a hole existed,

13 let's assume for some reason or other that the weld, the welding iron went through the plate, 14 the quarter inch plate, assuming that existed at 15 16 the time, that would still be there, wouldn't it, if the plate had been preserved and we would 17 be able to tell whether or not the substance 18 beneath was subject to a direct heat from the

19 welding torch or just the heat from the bottom 20

of the plate? 21

22 A. I don't know, I am not an expert. My personal opinion would be had there been, had 23 there been a specific source where this 24 explosion occurred I would have expected that 25

Page 161 1 point to probably have shown some sort of 2 displacement. 3 Q. Okay. 4 A. But the whole deck came up for the 5 most part. 6 Q. But it came up 6 A. Right. 7 A. So there was explosion underneath 8 the whole plate. 9 Q. But the plate blew apart at the 10 seam, didn't it? It didn't blow apart at any particular hole or puncture hole or weld? 12 A. Not to my recollection, that is correct. 13 Q. You mean if you had a hydrogen lighter and silly concept, but if you had a hydrogen lighter under pressure A. Right. 7 Q And there was liquid hydrogen and the only way that it could escape was through small hole A. It wouldn't blow up. 10 A. It wouldn't blow up. 11 Q. Okay. You would have a fire there? 12 A. Not to my recollection, that is correct. 13 whole lighter would blow up inside of it, if you had oxygen in there with the hydrogen lighter under pressure A. Right. 7 Q And there was liquid hydrogen and the only way that it could escape was through small hole A. It wouldn't blow up. 10 Q. Okay. You would have a fire there? 11 Q. Okay. You would have a fire there? 12 A. Yeah, you would have a fire there? 13 but if you had, if you had oxygen down inside of it, if you had a yor in the with the hydrogen and the only way that it could escape was through small hole A. It wouldn't blow up. 10 Q. Okay. You would have a fire there? 11 but if you had, if you had oxygen in there with the hydrogen it would propogate back of and this is why, going back to the hydrogen lighter under pressure A. Right. 12 A. Veah, you would have a fire there? 13 but if you had, if you had oxygen in there with the butane it wouldn't do that. It would contain the only way that it could escape was through small hole A. It is difficult to explain the only way that it could escape was through small hole A. It is difficult to explain the differences without getting really technical, but there is a difference in what	Page 163
displacement. Q. Okay. A. But the whole deck came up for the most part. Q. But it came up A. So there was explosion underneath the whole plate. Q. But the plate blew apart at the seam, didn't it? It didn't blow apart at any particular hole or puncture hole or weld? A. Not to my recollection, that is Q. She blew at the seam? A. Yes, several seams. But you see, and this is why, going back to the hydrogen Seam, didn't do my recollection, that is Correct. A. Yes, several seams. But you see, and this is why, going back to the hydrogen Theory, I have seen places where they have had a confined space and someone puts, someone puts a torch or something to a hole and it doesn't blow 2 had oxygen in there with the hydrogen. 3 Q. You mean if you had a hydrogen 4 lighter and silly concept, but if you had a hydrogen lighter under pressure 6 A. Right. 7 Q And there was liquid hydrogen and 8 the only way that it could escape was througen 9 small hole 10 A. It wouldn't blow up. 10 Q. Okay. You would have a fire there? 11 A. Yeah, you would have a fire there? 12 A. Yeah, you would have a fire there? 13 but if you had, if you had oxygen down inside the butane it wouldn't do that. It would conduct the butane it wouldn't do that. It would conduct the butane it wouldn't do that. It would conduct the butane it wouldn't do that. It would conduct the butane it wouldn't do that. It would conduct the butane it wouldn't do that. It would conduct the butane it wouldn't do that. It would conduct the butane it wouldn't do that. It would conduct the butane it wouldn't do that. It would conduct the butane it wouldn't do that. It wouldn't blow up. 18 It is It is difficult to explain the differences without getting really	
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13 correct. 14 Q. She blew at the seam? 15 A. Yes, several seams. But you see, 16 and this is why, going back to the hydrogen 17 theory, I have seen places where they have had a 18 confined space and someone puts, someone puts a 19 torch or something to a hole and it doesn't blow 10 but if you had, if you had oxygen down inside with the hydrogen it would propogate back of and blow up. If you had oxygen in there with the butane it wouldn't do that. It would contain the propogate back of and blow up. If you had oxygen down inside with the hydrogen it would propogate back of and blow up. If you had oxygen in there with the butane it wouldn't do that. It would contain the propogate back of any pro	
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15 A. Yes, several seams. But you see, 16 and this is why, going back to the hydrogen 17 theory, I have seen places where they have had a 18 confined space and someone puts, someone puts a 19 torch or something to a hole and it doesn't blow 15 and blow up. If you had oxygen in there with the butane it wouldn't do that. It would contain to out. 18 It is It is difficult to explain the differences without getting really	de
and this is why, going back to the hydrogen theory, I have seen places where they have had a confined space and someone puts, someone puts a torch or something to a hole and it doesn't blow 16 the butane it wouldn't do that. It would contain out. 18 It is It is difficult to explain 19 the differences without getting really	lown
theory, I have seen places where they have had a confined space and someone puts, someone puts a torch or something to a hole and it doesn't blow 19 the differences without getting really	ıh
18 confined space and someone puts, someone puts a 19 torch or something to a hole and it doesn't blow 19 the differences without getting really	ne
19 torch or something to a hole and it doesn't blow 19 the differences without getting really	
	ľ
The many is desirable than a control of the control	
21 what is inside of a fuel tank and then it burns 21 happens when the hydrogen reacts and explo	odes
22 out one hole. 22 because it is a reaction, not just a combustic	n.
23 Whereas a hydrogen explosion is 23 MR. VALLE: Okay, nothing further.	
24 something that propagates continually through 24 (Discussion off the record.)	İ
25 and it is 25 (Thereupon, the deposition was	
Page 162	Page 164
1 Q. You are saying hydrogen doesn't 1 concluded at 1:25 p.m. and the formalitie	~ I
2 burn? Pure hydrogen, you are saying if you put 2 of reading and signing were waived.)	
3 a torch to pure hydrogen it won't burn, it will 3	
4 blow up; is that what you're saying? 4	
5 A. Hydrogen No, what you are 5	
6 saying, it will burn, but if you have a hydrogen 6	
7 oxygen mixture and you put a spark to it it will 7	
8 react and explode because of the, the tendency 8	}
9 to turn into water and it is	
10 In other words, if you have	
ll let's say this. The propagation of the flame	
12 from the place where you ignite it is going to	
be so fast that it will go through the whole	
14 tank and explode versus it's not going to suck 14	
15 the fuel over here like you would have like in a 15	
butane lighter or something like that where you 16	
17 got 17	
That is why your butane lighter 18	
19 doesn't explode, because it only comes out one 19	
20 place and as it comes out the butane burns with 20	
21 the oxygen. 21	
Q. If you had hydrogen, though	
23 A. It don't suck back down in and 23	
24 create You know, if you had hydrogen in that	
25 butane lighter the thing would blow up. The 25	

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1
2
                CERTIFICATE OF OATH
3
4
    STATE OF FLORIDA
    COUNTY OF DADE
5
6
7
              I, the undersigned authority,
8
9
    certify that Peter Rimmel personally appeared
     before me and was duly sworn.
10
              WITNESS my hand and official seal
11
     this 9th day of March, 2001.
12
13
14
15
                   JULIO A. MOCEGA
16
               Notary Public-State of Florida
17
               My Commission Expires: 6-29-2002
18
19
20
21
22
23
24
25
                                                      Page 166
 1
 2
                CERTIFICATE OF REPORTER
     STATE OF FLORIDA
 3
 4
     COUNTY OF DADE
            I, JULIO A. MOCEGA, Registered
 5
      Professional Reporter, certify that I was
  6
      authorized to and did stenographically report
  7
      the foregoing proceedings; and that the
  8
      transcript is a true and accurate record.
  9
            I further certify that I am not an
 10
      attorney or counsel of any of the parties, nor a
 11
 12
      relative or employee of any attorney or counsel
      connected with the action, nor financially
 13
      interested in the action.
 14
 15
              Dated this 9th day of March, 2001.
 16
 17
                        JULIO A. MOCEGA, R.P.R.
      State of Florida
 18
 19
      County of Dadc
 20
 21
      The foregoing certificate was acknowledged before me this day of 2001 by Julio A. Mocega, who is personally known to me.
 22
 23
 24
 25
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